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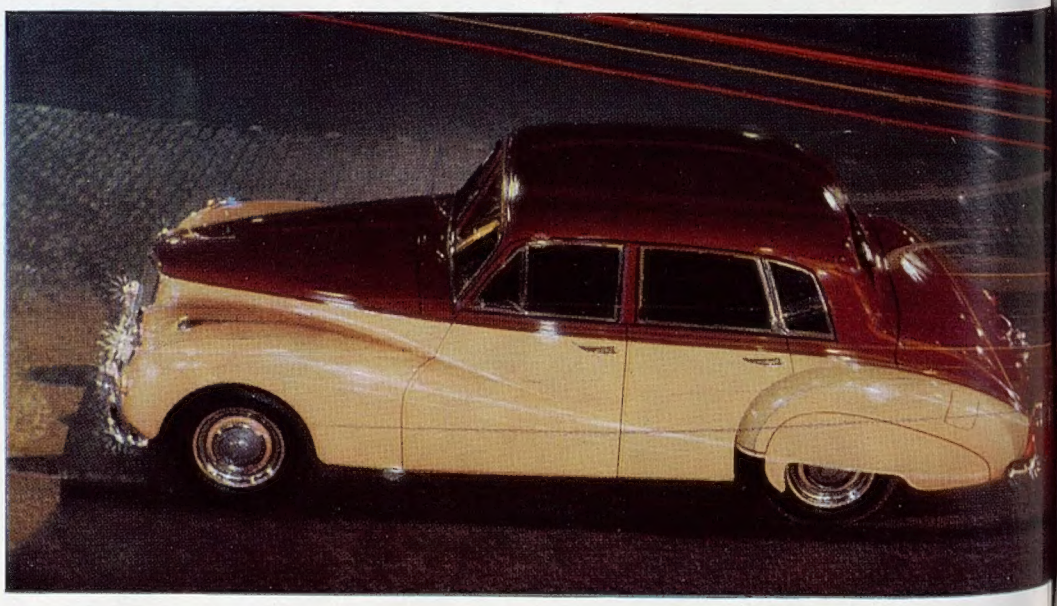

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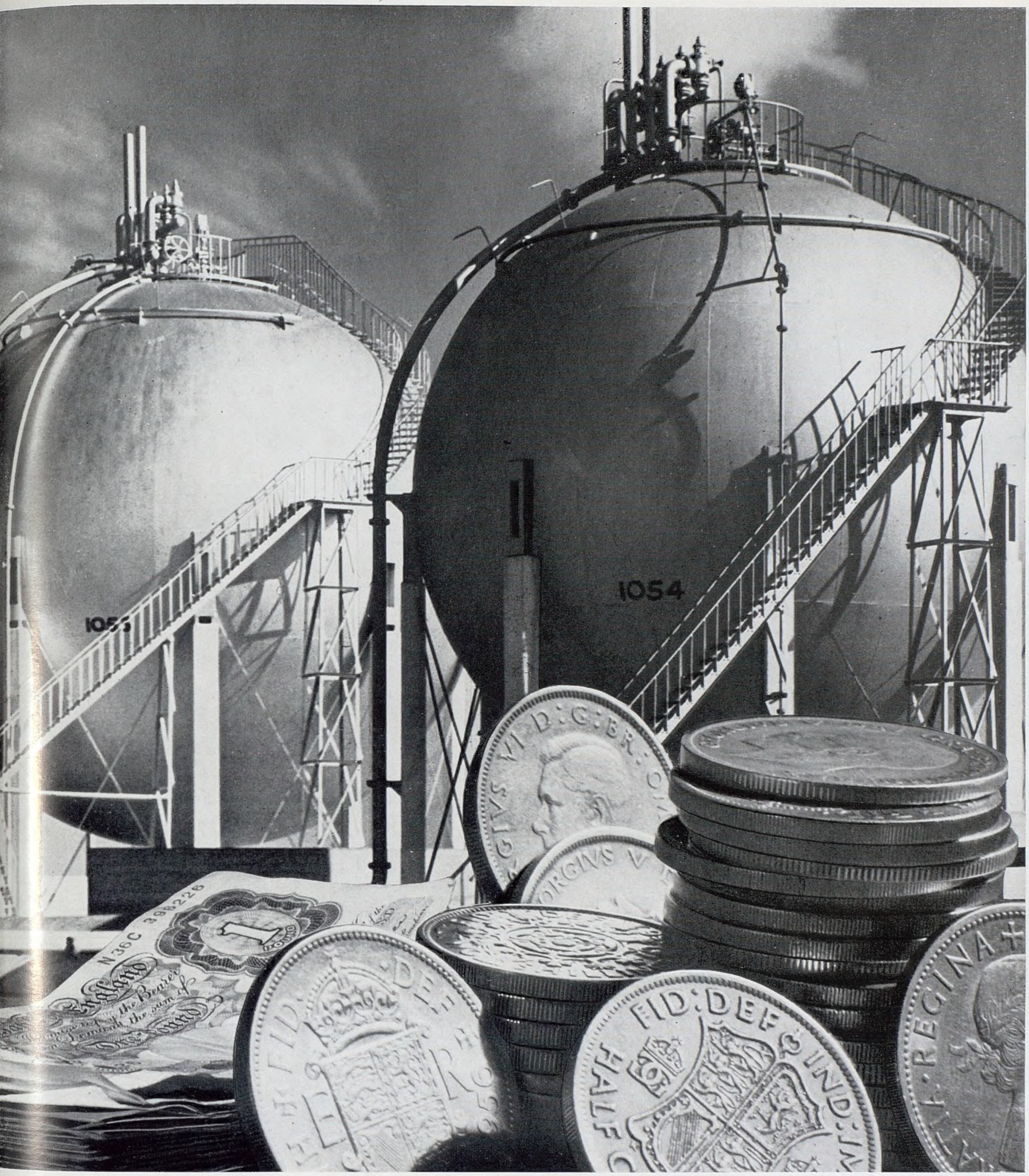

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Volume CCXL No. 3116

The SPHERE, London, February 20, 1960

The SPHERE

with which is incorporated THE GRAPHIC

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AS THE CROWDS GREW OUTSIDE THE PALACE—AN AFTERNOON'S DRIVE FOR THE QUEEN: Her Majesty smiles as she returns to Buckingham Palace after one of her private engagements. This was one of the last pictures to be taken in public before the estimated date of the arrival of her third child, which was expected this week. Last Sunday Sister Helen Rowe, who was to attend Her Majesty during her confinement, arrived at the Palace. The Belgian Suite at the Palace had been transformed into a maternity unit.

As the time grew near for the birth of the Queen's third child crowds of people began to assemble each day outside the Palace. Despite the cold weather of last week-end hundreds of sightseers were grouped outside the gates and excitement mounted when it became known that Sister Helen Rowe had arrived at the Palace. But later it was stated that her arrival on Sunday had been planned several days earlier and that it did not mean that the birth was imminent. The Queen Mother also arrived at the Palace last Sunday, but left again after staying for about an hour and twenty minutes. Meanwhile at Wattisham, near Ipswich, the "Black Arrow" Squadron of jet fighters was standing by for the special fly-past which had been arranged to take place after the birth. Earlier last week the Queen had made known her will and pleasure at a meeting of the Privy Council, held at the Palace, that some of her descendants should bear the name of Mountbatten-Windsor. If the third child expected this week by the Queen and the Duke of Edinburgh should be a boy, his grandchildren, in all probability, would be the first to use the new surname. (See also pages 265 and 266.)

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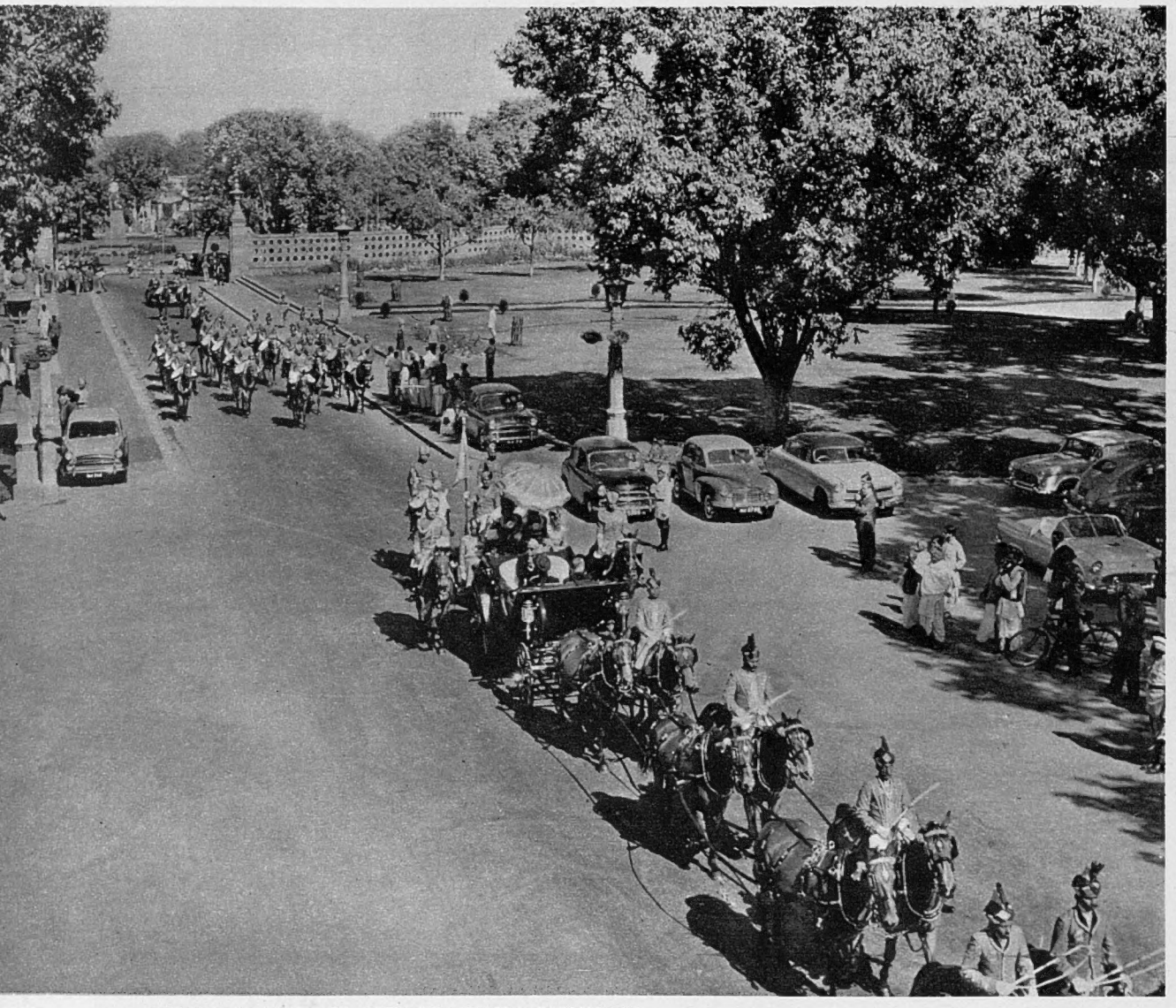


DRIVING IN STATE TO OPEN THE INDIAN PARLIAMENT: President Prasad rides in a horse-drawn State carriage through Delhi on his way to open the Budget session. This has been a busy diplomatic season in the Indian capital. No sooner had President Voroshilov of the U.S.S.R. departed after his State visit than Delhi was preparing to welcome Mr. Khrushchev last week.

A London Newslette

13-15, JOHN ADAM STREET, W.C.

Rail Strike Averted—Problem Unchanged

—The rail strike was averted at the eleventh hour on terms accepted by the Unions, and the N.U.R. in particular, on assurance that a 5 per cent. increase was well within the maxima likely to be recommended by the Guillebaud report. I should say that a small majority of the nation (and the N.U.R.) never believed that there would be a strike. Eleventh hour buyings-off are not unfamiliar. God send that this victory at least raises the morale of the workers and brings about a less grudging service. For all the insoluble problems remain. The railwaymen, and especially the most responsible N.U.R. men, quite clearly have long been underpaid. That has come about as a result of an " antiquated " principle that industries which can make a profit can be forced to share that profit with the workers who achieve it. The railwaymen have not been able to enforce that argument. Now it is established that a nationalised industry, which no one dreams of unscrambling, must benefit from the argument applied to prosperous concerns; at the public expense. Five per cent. is not inconsiderable; 15s. a week goes some way to improve the sorry wage of a very responsible engine-driver. But the problem of " differentials," jealously insisted on, ensures a constant upward leap-frogging, and if 1960 does not prove a black year for higher pay claims in many industries, I shall be surprised. The public pays. There must be higher fares, higher freight charges. If higher freight charges drive manufacturers back on the roads, the road-chaos problem will require a much larger planning of M1s than now; at public expense. The railways began their career of nationalisation mortgaged to the hilt by the load of interest payable to you and to me when we were bought out. I have already heard it said that we must share the fate of creditors of bankrupts and see our debts extinguished or accept a percentage, to enable the Commission to " start fair " again. Two highway robberies in succession ! After all, even " take-overs " are not secured without paying for them. No, it cannot be said that the averted railway strike settled an insoluble problem. It settles nothing but a threatened strike, *pro tem.*

Desperate Remedies

—I imagine that the land owned by the C.P.R., not directly needed for the running of the railway service, increased in value to an astronomical figure and helped the C.P.R. to conserve its strength in bad times and increasing competition. British Railways are certainly facing such bad times to-day, even after the national strike was averted, and it seems quite certain that very soon it must ask for much more to stave off for a little while longer the confession of total bankruptcy. The Government must be well aware what an outcry will be released when that moment arrives, if no blue-print of a new and practical charter is even drafted to meet the complaints. It is suggested that the Government is already examining the idea of cashing the Commission's less visible assets as a means of reducing the deficit and leaving to a truncated nationalised industry the sole duty of restoring an efficient train service, while tendering to private enterprise the frills and the extensions, hotel and catering establishments, shipping and ferry services, and unessential real property. Some say that the wind could quickly be raised to the tune of £30,000,000, but to raise it would mean a first definite assault on the principle of nationalisation and on the sanctity of those nationalised industries which no one has hitherto sought to unscramble. There is no doubt as to how the Opposition would receive such a proposal. And those who saw some such desperate remedy as the only means of salvation, might still reflect that assets once sold and rights once parted with, are not easily or cheaply redeemed, and that even £100,000,000 scooped in would not go far to drag British Railways out of the red. Anyway, " shedding the load " certainly does not seem to be in the mind of the Commission.

How Are You All at Home?

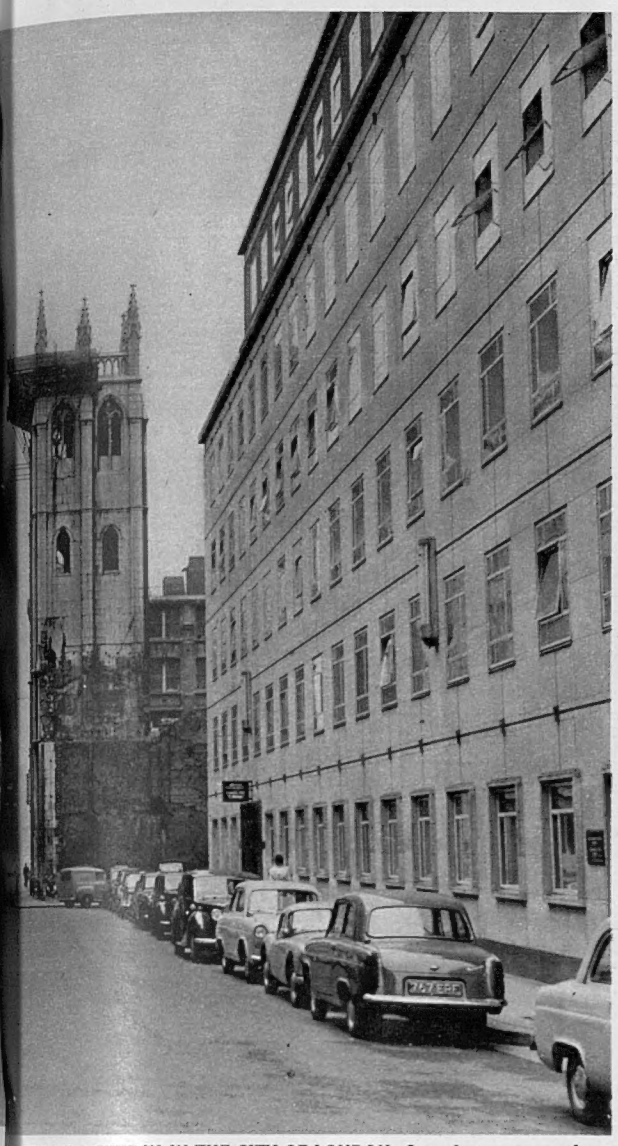
—The Premier deserved, and I think needed, the few days' rest which a sea voyage can still sometimes afford, if a V.I.P. passenger's privacy is respected, even though he is as much in touch with the latest news in a ship as if he were in Downing Street. Certainly he returned to an England more troublous than when he left it, and was launched at once into a sea of trouble. There were the reactions to his carefully-balanced address to the South African Parliament to be considered and their effect on the general success of his African tour. There was the continued stalemate in the Kenya Conference and the probability of further trouble in Cyprus while the impasse on bases still further postponed the " vesting date." And as Mr. Macmillan journeyed homewards the railways dispute and threat of strike came to a climax. The strike was settled, but the fearful problems of the railways remain as grave as ever. Elsewhere, there has been the eternal and insoluble problem of wild-cat strikes by stable boys and technicians, the rivalry between unions concerned with the same particular industry, the T.U.C.'s inability to assert its authority or decide its policy, and many more manifestations that the earth's crust is still thin and bo below surface, and that in economic and financial the state of the nation is not quite so healthy and ho as when he flew away. He will not be altogether ch when he has consulted with Mr. Butler and has " What the Butler saw," and his verdict can hardl " All Quiet on the Western Front." He must gird his heavy war-harness as he steps ashore, bronzed well, as we hope.

Second Thoughts in South Afric

Second thoughts are not always wiser or more reason than first impressions, and it seems that in South A Ministers and Nationalists have indulged in se thoughts about the implications of Mr. Macmil " tight-rope " balancing act in his speech to the Assem on racial questions. Poor man, what else could a Sole do but attempt to balance two irreconcilable loya to steer between the sharp horns of a dilemma wit wounding himself or touching one of the horns. I that it is wise and I doubt whether it be fair to read his statesmanlike utterance the implication that B has decided to back Black nationalism against W nationalism in Africa. Did he indeed say more than it is not in his power to reverse the racial policy end by the Commonwealth's majority for those African tories for which Britain is responsible, to insist that i not his or Britain's right to interfere in the internal a of a member of the Commonwealth (which he is acc of doing), and to express the hope that South Africa w always remain a valuable and important Member of Commonwealth? It would surely be fairer to judge th oratorical feat in terms of the thinness of the rope and depths of the falls underneath, since nobody who any acquaintance with current affairs can fail to rea that in all issues to-day, political, economic and religi leaders called on to pronounce or take actions m take Blondin as model and seek in oratory to em his feats, so long as mere words are given an importa out of all proportion because actions, which usually sp louder than words, must be deferred as long as poss

Nice Accountancy

—I expect that e member of the jury which awarded £51,000 damages a man crippled for life as a result of an accident whi was a guest on another man's boat, must have gone ho to warn his family never in any circumstances to speak strangers or to play the good Samaritan in any f whatever, even in a transport strike. Never offer a passe



THE END OF A CHURCH IN THE CITY OF LONDON: Seen between modern office buildings is the tower of the Church of St. Alban, in Wood Street. The Court of Common Council has accepted a recommendation to seek Parliamentary powers to demolish the tower so that the street may be widened and a traffic bottleneck removed. The church was damaged in the Great Fire, and was restored by Sir Christopher Wren. It was bombed in the blitz.

A CHANGE OF NAME FOR SOME ROYAL DESCENDANTS: The Duke of Edinburgh sits beside his uncle, Earl Mountbatten, at the premiere at the Odeon, Leicester Square, in London, of the film *Sink the Bismarck*. It was the first time they had been photographed together after the Queen's announcement last week that her descendants, other than those entitled to the title of Royal Highness and Prince or Princess, will bear the surname of Mountbatten-Windsor. The Queen and her children continue to be known as of the House and Family of Windsor.

a lift in a downpour. Your car may be involved in an accident. Never invite even a friend to dine or sleep in your house. The food may be poisoned or the sheets damp. Live as a hermit and you may die comfortably off. Who could assess in terms of money the value of perhaps thirty years of active life taken away, for a beggar or for a rich man? Not a Jury of Solons. Thirty years of active life are worth exactly what a man can make of them in contentment with his lot. And happiness cannot be purchased even with the value of our national debt. But perhaps a jury of twelve ordinary men and women may take note of the modern tendency to sum up success in life and life itself in terms of £. s. d. alone, and may accept that tendency as a very reasonable one. If they do, their problem is not a difficult one. It becomes a matter of accountancy, affording no great difficulty to a nation of shopkeepers. But the parable of the good Samaritan is definitely *out*. The good-neighbour policy is suicidal. These old ideals involve graver considerations, *financial* questions. Either that, or the jury should insist that an explanatory rider be published with their assessment of damages, making clear to the puzzled public that the good Samaritan was in truth more dangerous than the bandits, more blameworthy than those who passed by on the other side.

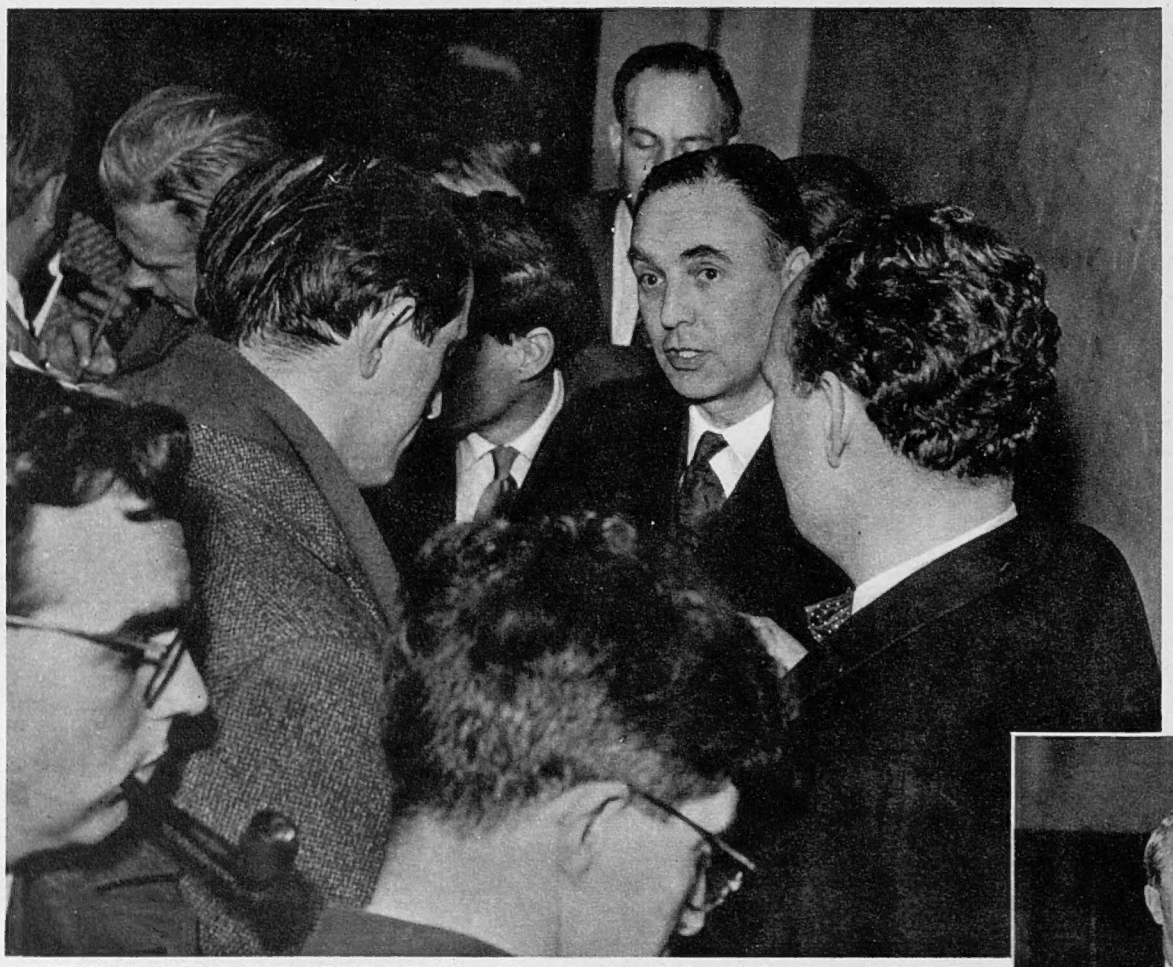
Shrine or White Elephant?—Our ancestors builded bigger than they knew, not only in the eighteenth century. They were still at it at the dawn of the twentieth. The Duke of Marlborough is again calling on aid the annual half-million available to the Historic Buildings Commission for recommendations for another allotment for repairs. He received £15,000 in 1957. He needs a great deal more, for £150,000 will hardly restore the ravages of Time on the inferior stone used in the building of Blenheim in the 1720's. Of Vanbrugh's two principal masterpiece-piles, no doubt Blenheim has greater claims than Castle Howard, since it embodies the story of the 1st Duke and contains the modest birth-chamber of as great a Churchill. Castle Howard has received £84,000. Of course, there are a few whispers of discontent when these vast buildings (or important pictures) receive state subventions. Half-a-million is only a flea-bite in our National Budgets nowadays, no doubt, but £20,000 or £100,000 could be (some say) more usefully directed to youth services or refugees. The past or the future? Museumisation or brass-tacks? It is natural enough. The Historic Buildings Commission by no means concentrates on palaces, and its rules are very strict. The owner of the benefice must, so far as he can, go fifty-fifty in raising the wind. Blenheim received 125,000 paying guests last year and some part of that income should be available towards the Duke's personal share. I don't know if the Historic Buildings Commission takes note of Woburn and feels that Blenheim could, and should, squeeze more out of visitors by commercial advertising and by turning the Park into a fun-fair. Probably not. It is a dignified and cultured body, though shrewdly practical. But even the Commission must have its headaches.

"Paper-backs"—I have never despised the paper-back. I have a considerable collection on worthy shelves, by no means all British productions, and I should not have called England the true parent of the paper-back. For generations the French issued their novels in paper-backs, and still the type and setting of Tauchnitz publications—once the joy and comfort of travellers on the Continent—stand as an example of perfection and have been often reclothed in my family in more permanent boards. But to the English pioneers all honour is due. The Penguin movement, alike in range and technical skill and quality, has opened the magic door to millions, educationally and recreationally, for twenty-five years. I suppose it is the hard fact that big sales of any selected book are economically essential with so trivial a sale price as 2s. 6d. or so; and that fact prevents the publication in that form of so many fine books that seem to some of us to cry out for republication at a price available to the general reader. There are certain types of expensively produced books that must always be consulted by students and historians, if only in a few exclusive particulars. And it is maddening how soon they are suffered to go out of print and become hard to come by in second-hand book-shops. Authorised Royal biographies are certainly one example, and certain accepted authorities or light bearers on political and social history, from Greville and Creevey down to John Byng or Celia Fiennes. Then again, there are a number of Victorian novelists, never ranked as classics, whose best work cries out for another courageous test of public opinion. I might again be accused of sharpening a private axe if I urged the claims of Lady Augusta Noel's superb *From Generation to Generation*. The time is ripe for another taste of the sheer power of story-telling which they possessed and of their belief in the ultimate triumph of faith and virtue; of their optimism and their insistence on character before cleverness as a means to the happy ending.

A Record Shooting Season—Certainly this paragraph is not for the eye of anti-blood sport societies, even while admitting that men are illogical animals, that scores of keen game-shots are keener naturalists, as anxious to preserve wild life not for selfish ends, as to preserve it for their sport, and that shooting game by *trained* guns is surely the most humane method in existence of supplying meat to eat. It proved a wonderful season and shows the benefits of a fine summer. Never for decades have wild pheasants prospered so well, never were there better breeding stocks left, after a reasonable toll taken, of partridges, which have been long in decline. But, right to the end of the season, it was the pheasants which provided the records, and probably there are still all too many cocks, safe for nine months to come, to make trouble in the domestic plans for another good year. Even the grouse promised hopefully for a real come-back on moors long in decline, at least till the end of July. But when the Twelfth came, where were they? Men spoke of mysterious migrations. The answer probably was that the heat and drought of summer had probably led them to move upwards and not to unknown territories. They wisely returned to their own homes when their disappointed enemies had been ordered south. Of course, seasons like 1915 and 1922 never will return. If they did, they would embarrass and lead to widespread disease. As for the glut of pheasants, it hit both ways. The price per brace offered by dealers fell very low, and affected syndicate budgets. But, subject to the weather, there are better prospects than for years past for the season of 1960 with all three species of game birds.

The Open Road—Miss Wendy Lewis received the customary publicity and reception when she finished her walk from John o' Groats to Land's End. I rather hope that she will not encourage Dr. Moore to do it again. For these reasons: (1) The stunt grows boring. (2) Her claim that she did it to prove that young people are not growing soft has long since been proved by the Teddy Boys and the inexperienced adventurers on sea and mountain. The young are tough enough. Far better endeavour to prove that they are wiser than their fathers. (3) Mayors are, or should be, busy men, and it should no longer be their duty to put on their chains of office to encourage stunts. (4) The roads are already carrying all the traffic and the crowds they can stand. (5) These walking records are invariably denied by rival walkers. Each says that the other got a lift part of the way. We don't want a continuous official photographic record of this now tiresome fashion. (6) We are all quite as mad about sport and records as we need to be to prove our fine contribution to world insanity.

THE OLD STAGER



"A REASONABLY SATISFACTORY SETTLEMENT": Mr. Sidney Greene, the General Secretary of the National Union of Railwaymen, describes the interim wage increase of 5 per cent. to reporters outside the Ministry of Labour in London. After a series of negotiations, the threatened strike of the country's 500,000 railwaymen was averted on Friday of last week, two days before the strike was due.

SIR BRIAN ROBERTSON: The chairman of the British Transport Commission arrives at the Ministry of Labour for the crucial conference of all the organisations involved in the threatened strike. Sir Brian provided the solution for the dispute by offering an interim wage increase back-dated to January 11 and payable as soon as the report of the Guillebaud pay inquiry is published.

On left—

THE MINISTER OF LABOUR: Mr. Edward Heath arrives at the Ministry. He was the chairman for the difficult negotiations which lasted for eight hours last Friday week. The settlement provided the first success of note for the Minister of Labour.

AN INTERIM RAIL SETTLEMENT

The National Strike Averted by the Offer of a 5 per cent. Wage Increase

That the struggle regarding Britain's railways was by no means over after the interim settlement, announced on February 12, was made clear at a rally in Trafalgar Square last Sunday. Speakers at the meeting of the London district branches affirmed that a difficult period of negotiations was ahead, following the publication of the independent review of the railways' wage structure by the Committee under the chairmanship of Mr. Guillebaud. This is due at the end of the month.

The national strike itself was called off last week after eight hours of some of the most complex negotiations ever held at the Ministry of Labour. Present at the final meeting were all the organisations involved—the B.T.C., the N.U.R., the Associated Society of Locomotive Engineers and Firemen, and the Transport Salaried Staffs' Association. It is estimated that the interim pay increase of 5 per cent., accepted with "some reluctance," will cost £15-£20,000,000 a year. Although the Guillebaud proposals were not known in detail, it is certain they will contain a recommendation of a more than 5 per cent. increase—possibly 10 per cent.—with the addition of differentials for skilled men.

REVIEWING RAILWAY PAY: From left are Mr. H. A. Clegg, Fellow of Nuffield College, Cambridge; Mr. Claude Guillebaud, Reader in Economics in Cambridge; and Mr. E. Bishop, joint secretary of negotiating bodies in local government service. Mr. Guillebaud is the chairman of the independent committee which is reviewing railwaymen's pay.

THE STRUGGLE IS NOT YET OVER: Members of the N.U.R. raise their hands at a meeting in Trafalgar Square after the strike was called off, in support of a resolution to gain a further substantial wage increase in a final settlement. Speakers said that many railwaymen got less than £8 a week.

BEFORE THE SETTLEMENT: At the A.A.'s headquarters in London, staff deal with calls from members seeking alternative transport in the event of a strike. There were many calls from motorists offering help.

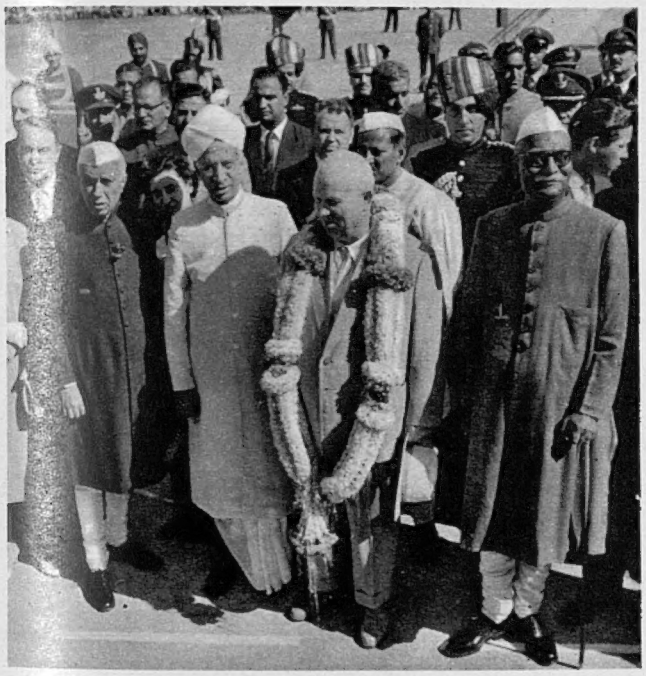
KHRUSHCHEV IN INDIA

The Soviet Premier Starts His Far-Eastern Tour

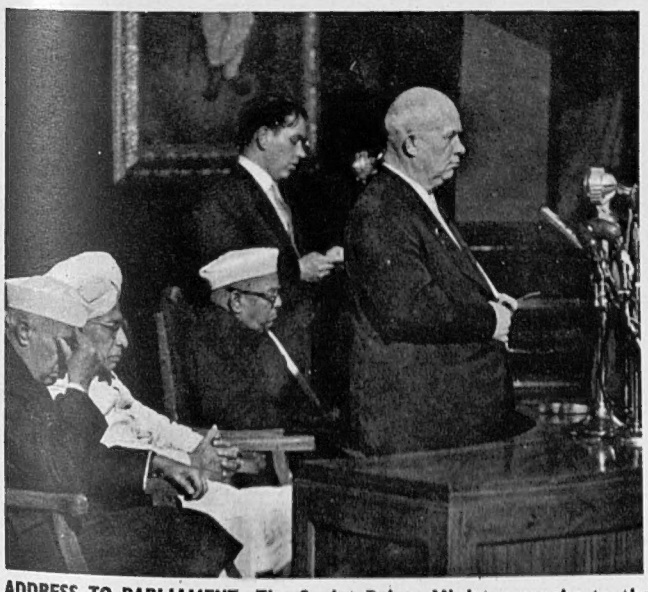
ARRIVAL IN DELHI: Mr. Khrushchev drives from the airport into the Indian capital. With him in the car are Dr. Prasad, the Indian President, and Mr. Nehru. The Soviet Premier spent four days in India, during which his most important engagements were his private talks with Mr. Nehru. On leaving India, Mr. Khrushchev was due to go to Burma, Indonesia and Afghanistan.

A LESSON IN AGRICULTURE: Holding a mustard plant, Mr. Khrushchev explains on a farm the ways of harvesting the crop.

Mr. Khrushchev seems to be on the way to establishing for himself a unique position in international protocol. In India, as in America last year, he was received with the honours normally accorded only to a Head of State. Indeed, in many respects his Indian programme followed the programme of Mr. Eisenhower two months ago. The Russian Premier even slept in the bed which the American President had used in Delhi. On frequent occasions Mr. Khrushchev was in his most expansive mood, lecturing farmers on agricultural methods and explaining industrial production to steel-workers. (Russian technicians are assisting in the development of India's steel plants.) There was one matter on which he was not communicative in public, the Sino-Indian frontier dispute. On the second day of his stay he had private talks with Mr. Nehru. Anticipations that Russia might help India towards a solution of the border dispute did not materialise. India was Mr. Khrushchev's first stop on his tour of Burma, Indonesia and Afghanistan.



SPECIAL HONOURS: With Vice-President Radhakrishnan and Mr. Nehru on his right, and President Prasad on his left, Mr. Khrushchev stands at Delhi Airport. He was received as a Head of State.



ADDRESS TO PARLIAMENT: The Soviet Prime Minister speaks to the Indian Parliament. He contrasted "Imperialist aggressive military alignments" with the Soviet Union's "disarmament" policies.

AT THE WORLD AGRICULTURAL FAIR: In left of the picture an official greets Mr. Khrushchev during his tour of the grounds of the Fair in Delhi. He spent some time in the Indian and the Russian Pavilions. In his public appearances in India the Soviet leader pleased the crowds by his knowledge of Oriental customs.

THE CORONATION OF THE SULTAN OF JOHORE: After the crowning ceremonies, Muslim priests say final prayers before the Sultan and Sultana in the throne room of the Istana Besar (the palace) in Johore Bahru. The coronation of Sir Ismail Ibni al Marhum and his Consort, Aminah, as Sultan and Sultana of Johore, took place on Wednesday of last week. Sir Ismail, who is sixty-five years old, succeeded to the throne of Johore when his father, Sir Ibrahim, died in London on May 8 last year. Among the guests attending the coronation ceremony were princes from the eight other Malayan Royal houses; State Governors; Federal Ministers; foreign ambassadors; and other officials. Other guests included Mr. Somerset Maugham, the English author. Sir Ismail is the eighteenth ruler of the Malayan State which was created 420 years ago. He is among the ranks of the Malay State Rulers from whom are elected the Supreme Head of the Federation of Malaya and the Deputy Supreme Head. As a result of an agreement between the United Kingdom Government and the Rulers of the Malay States, the Federation of Malaya became an independent country within the Commonwealth on August 31, 1957.

CROWNING A SULTAN

The Coronation of Sultan Sir Ismail of Johore

AFTER THE CROWNING CEREMONY: Sultan Sir Ismail of Johore and his Consort Aminah drive in state through the streets of Johore Bahru, the capital. *Right*—The Royal couple and their attendants descend the steps of the Istana Besar after the coronation. A twenty-one-gun salute was fired in the capital to mark the occasion.

THE CEREMONY IN THE ISTANA BESAR: The Dato Mufti, the highest Muslim priest in the State, places the crown of rubies, emeralds and diamonds on the head of Sultan Sir Ismail of Johore.

THE NEWS IN PICTURES

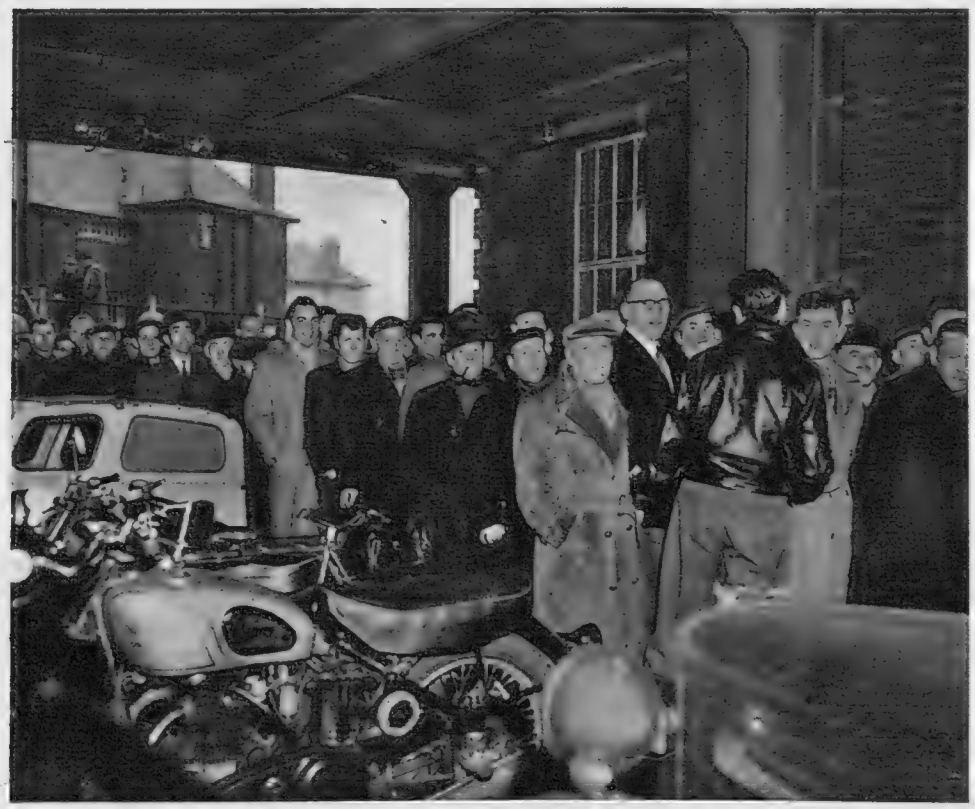
BEFORE THE FRENCH ATOMIC EXPLOSION: M. Guillaumat (in front on right), the French Minister for Atomic Energy, and General Lavaud (in uniform), the Atomic Energy Administrator-General, arrive at Reggane, in the Sahara, for the successful detonation of France's first atom bomb over the desert, 900 miles south of Algiers.

On right—

PROTEST AGAINST THE FRENCH NUCLEAR TEST: Earl Russell (right) and Canon L. J. Collins, at the French Embassy in London, deliver a letter to General de Gaulle. Earl Russell was recently awarded this year's Sonning prize, worth £5,000, for his outstanding contribution to European culture.

FRANCE JOINS THE NUCLEAR POWERS—THE MUSHROOM CLOUD OVER THE SAHARA: The picture was taken as the detonation of France's first atom-bomb showed that its explosion had been successful. Weather conditions were perfect. Details of the bomb were kept secret, but it was believed to have had an explosive power equivalent to about 100,000 tons of T.N.T. President de Gaulle, on receipt of the news of the explosion, expressed what was to be the almost universal mood in France by sending a telegram of profound congratulation to those responsible for the project. Reaction in several other countries was highly critical of the French action. In Ghana Dr. Nkrumah, the Prime Minister, announced that the assets of all French firms in the country, estimated worth about £5,000,000, would be frozen immediately.

HEAVY SNOW IN THE NORTHERN PARTS OF THE U.S.: A main highway in the State of Iowa outside Davenport is blocked by a long line of heavy lorries unable to move after a sudden snowstorm. A transport café is surrounded by more vehicles. It was reported that more than 12 ins. of snow fell during blizzards last week. Since waiters at the restaurant were unable to reach the building to return to work, the lorry drivers waited on themselves. Because only eighteen cots were available, most of the drivers of the seventy-five vehicles were forced to sleep in their cabs. At the same time as the snowfalls in America, there were heavy falls over Europe and parts of Great Britain.



UNDERGROUND STRIKE BY MINERS: At Betteshanger Colliery, near Deal, Kent, some of the 2,000 employees at the pit queue for their wages. About 200 of the men remained down the pit on strike in protest against the issuing of redundancy notices to 140 men employed at the mine. The strike followed a last-minute appeal to the South-Eastern Division of the National Coal Board which was rejected, and the redundancy notices were issued in the pay packets on February 12. The strike continued over the week-end; a request that Ministers should be allowed to go down into the pit and hold services last Sunday was refused. On Monday there were still 133 miners on strike. They said they were planning to continue indefinitely. A recommendation to strike in sympathy was sent to the other three Kent Colliery branches by the area headquarters of the National Union of Mineworkers. But the branches decided against coming out in sympathy.

THE NEWS IN PICTURES

THE OPENING OF A NEW CANAL IN CHINA: Craft of various kinds move along the water during the inauguration of a canal in Honan Province in Central China. The waterway is 33 miles in length. Construction is reported to have been completed in thirty days and was undertaken by members of twenty-seven People's Communes in the locality. The canal links twelve rivers and thirteen reservoirs and is part of an irrigation system for agricultural land.

On right—

A DEMONSTRATION BY FRENCH FARMERS: A large crowd packs a street in Amiens to demonstrate against the French Government's tax and agricultural policy. Later clashes occurred between angry peasants and police. Over 100 people were injured, some seriously, and there were many arrests. During the disorders shouts were heard of "Algeria is French" and "Long Live Massu."

GHANAIAN PROTEST AGAINST FRANCE'S ATOMIC BOMB: A caricature of President de Gaulle is among the banners being carried in a march through Accra. Hundreds of people singing and shouting made their way to the French Embassy to hand in letters of protest against the French nuclear test in the Sahara. Last Saturday Paris announced that the A-bomb had been successfully exploded.

THE ARAB LEAGUE DISCUSSES PALESTINE: Members of the Council of the League are seated at the table in Cairo. The session had been called to consider "Palestine and its future." Before the discussion started it was described by the Secretary-General, Abdel Khalek Hassouna, as "the most important meeting in the League's history." It was understood that the agenda included consideration of the recent clashes on the Israeli-Syrian borders. Two members of the League—Iraq and Tunisia—were absent from the Council owing to their present disputes with the U.A.R.

THE MONCKTON COMMISSION PREPARES TO SET OUT FOR CENTRAL AFRICA: With a pointer and a map Lord Monckton explains to a Press conference in London his plans for the Advisory Commission on the Constitution of the Federation of Rhodesia and Nyasaland, of which he is Chairman. The British and Commonwealth members of the Commission were due to fly from London last Sunday to Central Africa. Lord Monckton said that they hoped to return to London in May.

THE NEWS IN PICTURES

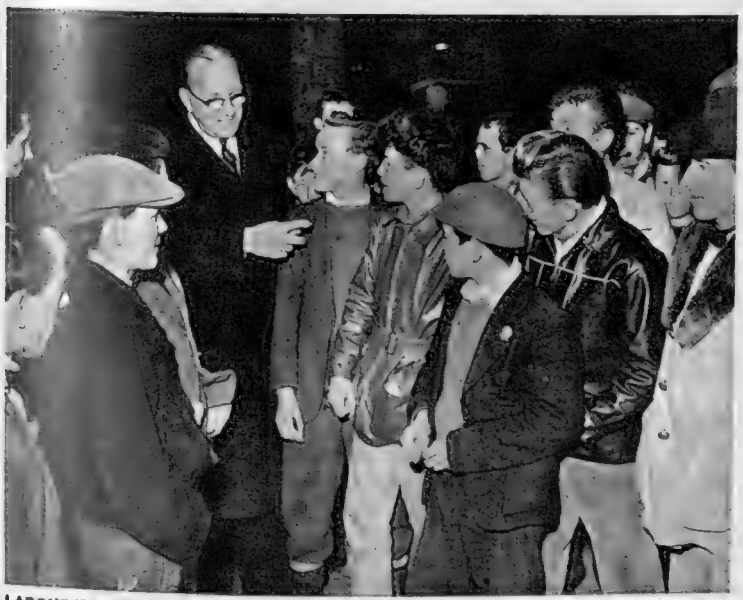
A BRITISH CRUISER HANDED OVER TO PERU: At a ceremony in Portsmouth Dockyard, Madame Rivera Schreiber, the wife of the Peruvian Ambassador to Britain, unveils the new name-plate *Coronel Bolognesi* on the cruiser which was formerly H.M.S. *Ceylon*. The ship was handed over by Admiral Sir Manley Power, the Commander-in-Chief, Portsmouth. The purchase by Peru of *Ceylon* was announced last December. Completed in 1943, the ship has a displacement of 11,110 tons (full load) and had spent much of her operational life to date in Eastern waters, including active service off Korea. *Coronel Bolognesi*, named after a Peruvian patriot, will be the only cruiser in the Peruvian Navy, whose largest ships hitherto have been frigates.

SIR WINSTON CHURCHILL RETURNS HOME: He is seen at London Airport on his arrival on Tuesday of last week. With Lady Churchill, Sir Winston had flown by B.E.A. Comet jet airliner from the French Riviera after a five-week holiday. They were accompanied by Mr. Aristotle Onassis, the Greek shipping magnate.

THE ANGLO-JAPANESE TRADE TALKS IN LONDON: From left are: Mr. K. Matsumura; Miss B. Reynolds; Mr. T. Nagawa, Japanese Minister Plenipotentiary in London; Mr. F. J. Errol, Minister of State, Board of Trade; and Mr. W. Hughes, leader of the British delegation. The negotiations, on the conclusion of a new Anglo-Japanese trade agreement, opened at the Board of Trade, in London, on Monday of last week. They concern, among other matters, bigger quotas for the export of British goods to Japan and the lowering by the United Kingdom of barriers against certain Japanese products, including electronic apparatus.

On left—

ANGLO-AUSTRIAN TALKS IN LONDON: Dr. Kreisky, the Austrian Foreign Minister, stands with Mr. Selwyn Lloyd in the Foreign Office. The purpose of their conversations was to increase co-operation between Britain and Austria because of their participation in the European Free Trade Association. In a statement to the Press, Dr. Kreisky said he believed through E.F.T.A. Britain and Austria were about to come closer economically than ever before. Mr. Lloyd is to visit Vienna towards the middle of next year.



LABOUR TROUBLES IN THE RACING BUSINESS: Mr. Bert Fry, the regional organiser of the Transport and General Workers' Union, talks to stable lads and apprentices at Rosebery Park, Epsom. On Wednesday last week he was trying to persuade stable lads and girls to join the union. At Newmarket the stable men and apprentices had gone on strike on the preceding day against union advice, and mutual support was agreed with workers at Epsom, who afterwards called a strike for last Saturday. On the Thursday, however, an agreement was negotiated. Higher wages, a shorter working week and more holidays were guaranteed.

THE BOOM IN BEEF: Lot No. 939, a nine-month-old pedigree Aberdeen-Angus bull, Newhouse Jewbilee Eric, parades in front of the auctioneer's rostrum at the cattle sale held at Perth, Scotland. The bull, the Reserve Junior Champion, fetched the world record price of 27,000 guineas on the first day of the three-day sales. The animal was shown by Messrs. Robert Adam and Son, of Newhouse, Glamis, Angus, and the winning bid was made by Mr. Gordon Blackstock, manager of the Bapton herd of Shorthorns, owned by Mr. Cecil Moores, head of Littlewoods Pools Limited. Mr. Blackstock, however, was not bidding for his employer, and the identity of the buyer, believed to be English, was kept secret. The bidding started at 10,000 guineas and passed last year's record of 25,000 guineas in a matter of seconds.

THE NEWS IN PICTURES

AMERICAN HOPES FOR PROGRESS IN DISARMAMENT: Mr. Herter leans on a desk studded with microphones to answer questions at his Press conference in Washington. The United States Secretary of State had come from a meeting with Mr. Ormsby-Gore, Minister of State at the British Foreign Office, who was in the American capital for the Western Disarmament conversations. Referring to the three-power nuclear conference in Geneva, Mr. Herter indicated that America would soon put forward new proposals for banning nuclear tests. He hoped these would be favourably considered by the Soviet Union. Other questions from correspondents led to the Secretary of State declaring that he believed Russia to be adopting a tougher line over Berlin and Germany. He found evidence for this in Mr. Khrushchev's speeches and in the recent Declaration issued by the Powers of the Warsaw Pact.

THE PRESIDENT OF ITALY IN RUSSIA: In the snow outside Mr. Khrushchev's country house near Moscow, Signor Gronchi and the Soviet Prime Minister stand with an interpreter between them. On left is Signora Gronchi and on right Mr. Kozyrev, the Soviet Ambassador to Italy. At a banquet in Moscow, Mr. Khrushchev spoke about Berlin. He insisted that Russia's solution " was the only right one." At the conclusion of his speech he suggested President Gronchi should join the Communist Party. Last week Mr. Khrushchev arrived in Delhi for a four-day visit.

On right—

MISS NASSER ON PARADE: Hoda, the fourteen-year-old daughter of the U.A.R. President, leads a formation of girl cyclists at a Festival of Youth Organisations in Cairo. Other features of the day included a mass drop from aircraft by girl parachutists. Among the onlookers were President Nasser's sons, Khaled (aged eleven), Abdel Hamid (nine) and Abdel Hakim (five).

A SHIP BANNED FROM THE SUEZ CANAL: The Danish freighter *Inge Toft* (2,756 tons) lies in Port Said. She had been detained for eight-and-a-half months there by the United Arab Republic authorities because she was carrying an Israeli cargo. President Nasser refused to allow the ship to sail through the Suez Canal. A fortnight ago the ban on her use of the Canal was renewed, even though the ship's master, acting on instructions from the owners, had unloaded the cargo. It was announced in Cairo that the goods carried in the ship would be confiscated.

ANTI-COMMUNISTS TRIUMPH IN KERALA: Crowds gather at a stadium in Trivandrum, the capital of the State in southern India, to watch the posting of the general election results. The poll showed a sweeping victory for the anti-Communist United Opposition Front (a coalition of Congress, Praja Socialists and the Muslim League). Its candidates obtained 93 seats in the Assembly. Communists were returned for twenty-eight. Last June a long period of civil disorder and violence reached its climax over an Education Bill proposed by the State Government, then composed of Communists. After various vain efforts to solve the crisis the Central Indian Government in Delhi used its constitutional powers and suspended the State Government. President's rule was imposed until new elections could be held. In the voting earlier this month over 90 per cent. of the electorate of Kerala went to the polling booths. It was generally assumed the victorious triple alliance would form a coalition government.

THE ELECTIONS IN BURMA: U Nu, leader of the " clean " faction of the Anti-Fascist People's Freedom League, speaks in Rangoon before the elections. First results of the poll gave the " clean " A.F.P.F.L. 134 of the 164 seats declared out of the total of 250 in the Assembly. It was expected final figures would take some time to compile owing to the remoteness of some constituencies. U Nu was Prime Minister of Burma until April 1958, when he quarrelled with his principal supporters and General Ne Win formed a military caretaker government. Ne Win will retire in the near future and U Nu should reassume office.

World Affairs

DUTY AND DILEMMA IN AFRICA

By JOHN CONNELL

THERE are, I have come to believe, few passages in literature, sacred or secular, more penetrating, or more genuinely and sharply applicable to the human condition, than that which begins at the tenth verse of the ninth chapter of the Book of Ecclesiastes:

> Whatsoever thy hand findeth to do, do it with thy might; for there is no work, nor device, nor knowledge, nor wisdom, in the grave, whither thou goest. I returned, and saw under the sun that the race is not to the swift, nor the battle to the strong, neither yet bread to the wise, nor yet riches to men of understanding, nor yet favour to men of skill; but time and chance happeneth to them all.

The Balliol College Register, a compilation which, for a variety of reasons, not by any means all sentimental, I cherish among my more valuable works of reference, is arranged alphabetically by the years of matriculation. In the list of those who entered the College in 1912, close on forty-eight years ago, there are four consecutive names: Alasdair Somerled Macdonell, Alastair Hunter Macfarlane, Ian Mackenzie, and Maurice Harold Macmillan.

Macdonell, who was the son of the Boden Professor of Sanskrit, was an outstanding undergraduate athlete; he went to France as a subaltern in the Cameron Highlanders on October 3, 1915, and was killed in action ten days later, two months before his twenty-second birthday. Macfarlane, the son of a Scottish judge, was a subaltern in the 9th Battalion the Royal Scots; he went to France on May 1, 1915, and was killed in action eleven days later, just over a month before his twenty-second birthday. Mackenzie, a Fettesian who was *proxime accessit* for the Craven in 1913, was a veteran of twenty-four, the adjutant of the 5th Battalion the Seaforth Highlanders and the holder of an M.C. when he was killed on March 21, 1918. Macmillan was in France for four years and was wounded three times, but he survived—to celebrate, as Prime Minister of the United Kingdom, his sixty-sixth birthday on February 10, in a liner homeward bound from his long, arduous and momentous African journey.

"Time and chance happeneth to them all." It was an especial kind of chance and a terrible time that took three of those promising young men to death in battle over forty years ago, and permitted one to live and, in the world of politics, to fulfil that obvious, shining early promise. This is not just a melancholy reflection on a sad old story of long-ago, or a raking over of ancient grief. It is a factor directly relevant to, and, indeed, dominant in, all that the Prime Minister has said and done in his whole political career, since he first entered the House of Commons as Member for Stockton in 1924.

The proportion of men of his type and generation alive to-day, and active in our society, is grimly few. Among his senior associates in his own Cabinet now there is only the Lord Chancellor, six years his junior, who at seventeen had a year as an undergraduate in Balliol, went off to a commission in the Scots Guards, and returned in 1919 to take his degree.

Harold Macmillan bears the stamp of his war experience as indelibly as does Charles de Gaulle. Behind the urbanity, the gaiety, the skilled and imperturbable sense of timing, there is a deep emotional and moral stiffening which is the result of this sense of selection for survival by a savage, relentless and still largely inexplicable process. His speech to the South African Parliament in Cape Town has been justly and widely praised (except by the *Guardian*, which, in a sudden access of cold, sniffy priggishness, described it as "inadequate").

It was obviously a watershed in his own political career. It is bound to alter, irretrievably, the whole pattern of Commonwealth relations; its effect on the internal policies of the Union may, for the time being and superficially, appear small; its long-term effects on the millions of inhabitants of Africa, of all races, who are not members of the Nationalist Party, are of supreme and lasting importance. Its immediate impact, deliberately calculated by the Prime Minister, cannot but be a swift speed-up in the process of the achievement of self-government by Africans in every part of the continent for which the United Kingdom maintains a continuing responsibility.

This, by unequivocal declaration, is now seen to be the policy of the Prime Minister and the Secretary of State for the Colonies. That the declaration, in its most impressive form, was made in Cape Town heightens its emotional significance, and makes its implementation throughout the rest of Africa a good deal easier, so far as African nationalists are concerned; but it does not, and cannot, affect the harsh—in all probability the tragic—dilemma of the South Africans themselves.

It has deepened the sense of isolation, of being utterly misunderstood by the rest of the world, which is already so severe an affliction of Afrikaner politicians, and has strengthened their stubborn, despairing belief that they, and they only, have the true solution to the great problem of race relations. This is a calculated result of Mr. Macmillan's achievement which it would be less than candid not to admit. Yet, paradoxically, the speech lifted the hearts and the hopes of moderates and Liberals in the Union, as a passionately sincere letter cabled to the *Daily Telegraph* by Mr. Patrick Duncan immediately demonstrated.

RIGHT-WING OPINION IN KENYA: *Left*—An African demonstrator holds a placard above her head after being arrested on the arrival of Group Captain Briggs at Nairobi by air from the Constitutional Conference on Kenya in London. Group Captain Briggs is the leader of the extreme right-wing United Party. *Right*—European supporters of the right-wing leader wave on his arrival at the airport. Addressing meetings at various places in Kenya, Group Captain Briggs was pessimistic about the Conference and convinced about the principles which were followed by his group. He said that he was unable to accept the principle of the common electoral roll.

In the end South Africa's dilemma is her own. We cannot be indifferent, but we cannot share it. But we should not think, for a moment, that the path of the British Government, in those parts of Africa for which it is responsible, is going to be smooth. The stresses and strains of the Kenya Conference at Lancaster House, in London, show how rough the going is likely to be.

One fact is almost brutally clear: the Government do not propose to have anything like Algeria on their hands, and they will go a very long way to avoid such a disaster. Mr. Macleod, though he is of a different generation from the Prime Minister and draws his strength from different sources, is almost as resolute and as formidable a man as his leader, and he has boldly and wholeheartedly accepted the proposition of a rapid evolution towards African self-government. The keyword here, I am convinced, is *rapid*: it presupposes, in all concerned, a capacity for radical and total readjustment in thought and practice, which is a revolution in itself. Is such a presupposition justified?

My own grave suspicion, deepening to the utmost anxiety, is that it is not, and that the British Government, obsessed by the spectral vision of Algeria and determined to avoid a similar manifestation in East or Central Africa, may in fact precipitate a crisis like that which accompanied the transfer of power in India in 1947. I believe that it is hardly prudent to escape one kind of catastrophe by tumbling headlong into another. I have no desire to see Mr. Macleod becoming, by desire or compulsion, the Mountbatten of Africa.

Yet there are disquieting indications that this may indeed be the part for which he is preparing himself, and that he may be encouraged into it by those sections of opinion in Britain, in and out of Parliament, amongst whom (for obscure and not very creditable psychological reasons) there is a continuous and festering hatred for the British overseas. It is of some significance, for example, that the *Observer*, immediately after Group Captain Briggs's return to Kenya with some fairly outspoken comments on the Lancaster House conference, spoke with a glee it could not conceal of "near-panic" among the white settlers, and that *The New Statesman*, only a little less offensively, has drawn attention to the settlers' "complete dependence" on Britain.

I think it is essential to write and speak frankly and without fear on this issue, and, above all, to avoid loose, optimistic, vague cant. If you admit, as I have come to admit, that the force and the pace of African nationalism are irresistible (because there is no will to resist them), then you must face the bleakly logical implications of this admission. What would be nauseating beyond belief would be, by a mixture of persuasiveness and menace, to compel the white minority in Kenya to accept African political supremacy, and then, abdicating any capacity to come to their help, abandon them to their new masters. If this is what is being cooked up, I for one will have no part in it, and I shall fight it with all my strength.

Last week the usually well-informed London Letter of the *Yorkshire Post* gave a detailed account of Mr. Macleod's opinions about the Kenya settlers' anxieties, which has been neither contradicted nor amended. Having looked at recent developments in Ghana and the Sudan, the settlers felt (said the report) that if the Africans came into power, democracy would have had its day. These melancholy precedents, it was made clear, have not shaken the Colonial Secretary's belief that he must go forward; the thought of risks of this kind must not hold back the inevitable in Africa.

There may be some settlers in Kenya who may not rejoice with Mr. Macleod over the risks of the inevitable. They may want to pack up and go, and claim compensation. "Mr. Macleod will have none of this either," said the *Yorkshire Post*. "He feels it would be a great mistake for two reasons. First, because he holds that European farming is the backbone of the Kenya economy. Secondly, and of overriding importance, is the fact that he wants to see the Africans take their rightful place in the Government as majority representatives, and to make it possible for other races to live in Kenya and accept the obligations of citizenship." Therefore, so far as compensation is concerned, he bolts the door out for the settlers.

Presumably they might be permitted to go, penniless and uncompensated, like the Anglo-Egyptians in 1956. But even this looks a little doubtful. Are they to be compelled to stay and—like the Opposition in Ghana—"accept the obligations of citizenship"? This would seem to me to pile cruelty on dishonour.

CONCEIVED IN THE SPIRIT OF MODERN ARCHITECTURE: Already assuming its final form is the Palace for Presidential Dispatches. Involved in the planning of the new capital are the two leading figures of Brazilian architecture, Lúcio Costa, who designed the plan of the city, and Oscar Niemeyer, responsible for the Presidential Palace.

A CAPITAL OF THE FUTURE: On the scrubland of the central plateau in the State of Goiás, in Brazil, the line of tall, modern buildings forming the new Ministries, nears completion. They are part of the new capital, Brasília, which is being built to accommodate 500,000 people, 600 miles from the present capital, Rio de Janeiro. President Kubitschek has ordered the move for this April.

BRAZIL'S NEW CAPITAL

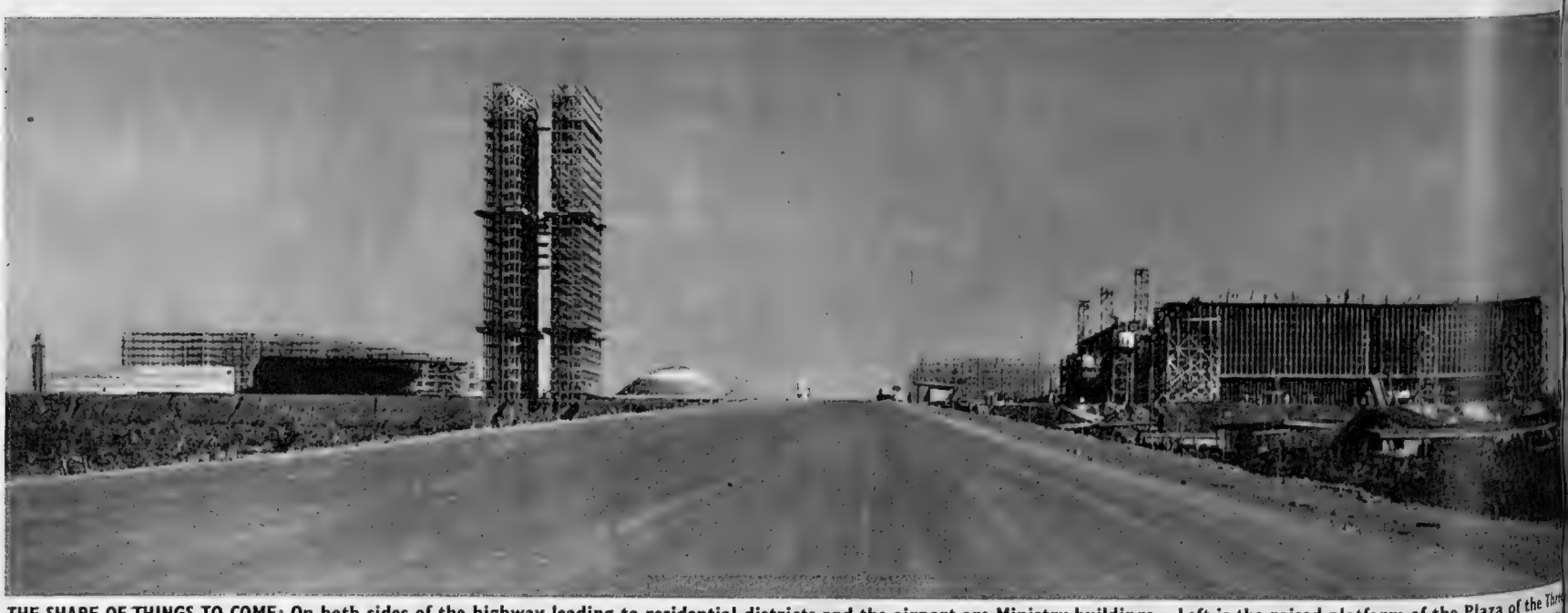
Brasília—Building a Complete Modern City

In three years Brazil has built enough of its new capital, Brasília, to enable the Government to be moved. Even to consider the construction of an entirely new city to house 500,000 people needs a particular set of circumstances and imagination of almost heroic proportions. The President of Brazil, Dr. Kubitschek, who assumed office in 1955, has made it his goal to be installed in the new Presidential Palace before his term of office—five years—runs out. To-day, on the bare and once deserted plateau in the State of Goiás, 600 miles in the interior of Brazil, the new Presidential Palace, the Alvorada, designed by Oscar Niemeyer, is complete and surrounded by palm trees. Ever since the '30's, often called the heroic period of Brazilian architecture, the country has possessed a world-wide reputation for its daring and imaginative use of modern materials in architecture. This fame has rested largely on the shoulders of two men, Lúcio Costa and Oscar Niemeyer.

In recorded history, Governments have felt the need to build a new capital, from the time of the Pharaoh Akhnaton down to the federal capitals of Washington and Canberra. For Brazil there have been ever-growing economic and social reasons for a new capital. This country of over 3,000,000 sq. miles, larger than Western Europe, and with a population of 60,000,000 which is growing at a rate of about 2·4 per cent. a year, possesses areas of dense population and vast tracts of uninhabited country.

The reasons for this go back a long way. The Portuguese only settled permanently along the coast. Much of the interior to-day is still impenetrable forest and the population continues to grow along the coast. The new capital represents an attempt to give a political meaning to the geographical centre of the country and thus unify it. This is not a new idea. Soon after the country became independent in 1822, one of its founding fathers, Joseph Bonifacio, wrote "A memoir on the necessity and manner of building a new capital in the Interior of Brazil." In 1922, a cornerstone for the new capital was laid at the village of Planaltina, in the Goiás Province. This is where the new capital is, at the watershed of the Amazon, Plata and São Francisco.

Unlike the medieval ideal city, enclosed and complete inside its walls, the new capital is based on the idea of growth. Within the simple overall plan, new residential squares can be added as the population increases. Basically the plan is in the shape of a cross. Along the main, curving axis lie the bulk of the residential sectors and along the transverse axis lie the civic and administrative centres, the cultural, entertainment and sports sites, the industries and the railway station. The curving axis forms the main through traffic route. Where this crosses the other axis, a great platform is being built, where only parking and local traffic will be permitted. Through traffic will go underneath the platform and its buildings.



THE SHAPE OF THINGS TO COME: On both sides of the highway leading to residential districts and the airport are Ministry buildings. Left is the raised platform of the Plaza of the Three Powers. The twin towers are 28-storey blocks, designed for offices, restaurants and other services. Behind are the shapes of the House of Representatives and the Senate. The Plaza of the Three Powers is designed in the shape of an equilateral triangle, with Government House, the Supreme Court and the Senate situated at the apexes.

THE NEW CA[illegible]TAL OF BRAZIL FROM THE AIR: Along the curving axis of the city lie squares of residential blocks, with which are incorporated schools, churches and shops. The basic plan of [illegible]asília is a cross, consisting of a straight line running from the industrial area to the Plaza of the Three Powers, which is crossed by a curving line. This is the main trunk [illegible] providing access to, and egress from, the airport and residential areas where many of the buildings are nearing completion. Along this route is no traffic intersection.

A CITY RISES OUT OF UNINHABITED LAND: Using modern techniques, the Brazilian workmen are busy on one of the residential blocks. Work is going on twenty-four hours a day in an attempt to make Brasília ready for the Government's move this April, although the decision to move the capital was only made in 1956 and construction started a year later. Should Brasília emerge as a complete city, despite the immense difficulties, it will be the first time in this century that civic design on this scale will have been achieved.

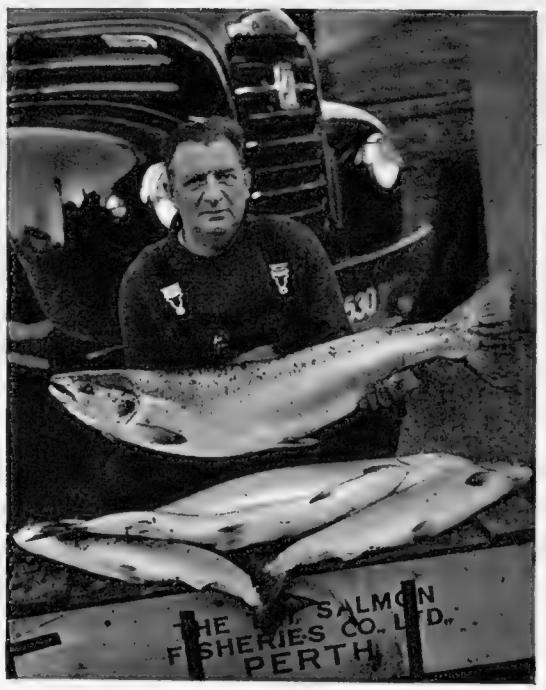
UNHAPPY FATE FOR DANISH FRESHWATER FISH: On the ice-covered lake at Frederiksborg Castle, fish seek one of the remaining airholes to gain oxygen. There have been reports from Copenhagen that thousands of fish have suffocated to death in the numerous Danish lakes, after the water was frozen over in a sudden very heavy frost. The authorities have been carrying out various rescue operations; both public and private organisations have been busy breaking holes in the ice so that the fish can get oxygen. This year saw an unusually heavy frost, which caused a sudden freeze. This situation occurs about every five years, and by now the Danish authorities have become used to rescue operations involving freshwater fish and birds. Migrant birds reaching the country are given food, and aeroplanes have been used to fly food to swans deprived of their normal diet when the sea round the Danish coast has frozen over.

FATE OF THE FISH

Many Danish Freshwater Fish Have Suffocated to Death Under the Ice; the Scottish Salmon Fishing Season

TOO MANY FISH FOR ONE BREATHING-SPACE: At a hole cut in the ice of one of the Danish lakes, freshwater fish swarm together in attempts to find oxygen which was cut off from them when the lake suddenly froze over during heavy frost.

THE SCOTTISH SALMON FISHING SEASON: At the Pyerod fishing station, on the River Tay, fishermen are pulling in their nets on the opening day of the net salmon fishing season in Scotland. This spot is between Perth and Dundee. The net season opened on February 4 on the Tay, although dates on other Scottish rivers were later. The rod fishing season, marked by traditional ceremonies, opened on the Tay on January 14.



On left—

A FISHERMAN AND HIS CATCH: James Robertson, of the Pyerod station on the Tay, displays some of the salmon caught on the river on the first day of the net season. During the season, about twice as much salmon is caught by net and cobble as by rod and line. On average in one year, over 1,600 tons of salmon, grilse and sea-trout are caught in Scotland. These are worth, it is estimated, well over £1,000,000. The average price for salmon is 6s. 3d. a lb.

THE GLORY OF WESTERN CIVILISATION—THE HILL OF THE ACROPOLIS IN ATHENS: The aerial view shows the famous rock with its surroundings in the centre of the capital of Greece. The approach to the Acropolis is made from the car park in centre right foreground along the path running above the semi-circular Odeon of Herodes Atticus. Turning left at the fork the entrance is through the Beule Gate to the Propylæa and its attendant buildings. Dominating the rock is the Parthenon with, to left, the Erechtheum.

ATHENS FROM THE AIR

New Pictures of Ancient and Modern in the Capital of Greece

THOSE approaching Athens to-day by air can take pride in the thought that they are following one of the oldest Athenian traditions. Dædalus, the first accredited aviator, was a native of the Greek city. Having committed a murder—an inevitable condition for inclusion in Attic mythology—Dædalus fled to Crete. From there he made his legendary flight. He did not go back to Athens, very wisely. But no one can doubt that this "artificer," to give a literal translation of his name, must have originally conceived his ideas on flight during his days as an Athenian.

So, the jet aircraft coming down in 1960 into Elliniko Airport, near the Gulf of Phaleron outside Athens, is a logical conclusion of local history. The passenger may see in the distance the hill of the Acropolis, but he will also pass over a great variety of modern buildings which compose Athens of to-day.

The Acropolis, with its uniquely beautiful monuments, will remind him that the Ancient Greeks of the fifth century B.C. were artists who have never been surpassed. The visitor will undoubtedly give the rock standing high above the city his first attention. The only way to reach it is on foot. There, swept by the winds, one feels as one treads the Sacred Way the presence of Pericles, Phidias, Socrates, Alcibiades, and a host of other immortals.

(*Continued on following pages*)

PANORAMA OF MODERN ATHENS: The focal-point in the centre is Concord Square with its fountains. From the left foreground Piræus Street runs into it. From centre foreground is Athena Street, passing Concord Station, on the underground electric railway. In right foreground is Churchill Street, which is flanked by shops and offices.

A GREEK RIVIERA: The beach at Glifadha curves round the Gulf of Phaleron which served as the roadstead for the ships of ancient Athens until the development of the basins in nearby Piræus in the fifth century B.C. Behind the fine sands to-day are groups of bathing huts and sports grounds. Glifadha is one of a number of resorts in this area, south of Athens.

ATHENS FROM THE AIR

THE LINK WITH THE COAST: The camera looks from the south along Syngrou Avenue, joining Phaleron with Athens. It is a straight thoroughfare with a length of about five miles.

(*Continued from previous page*)

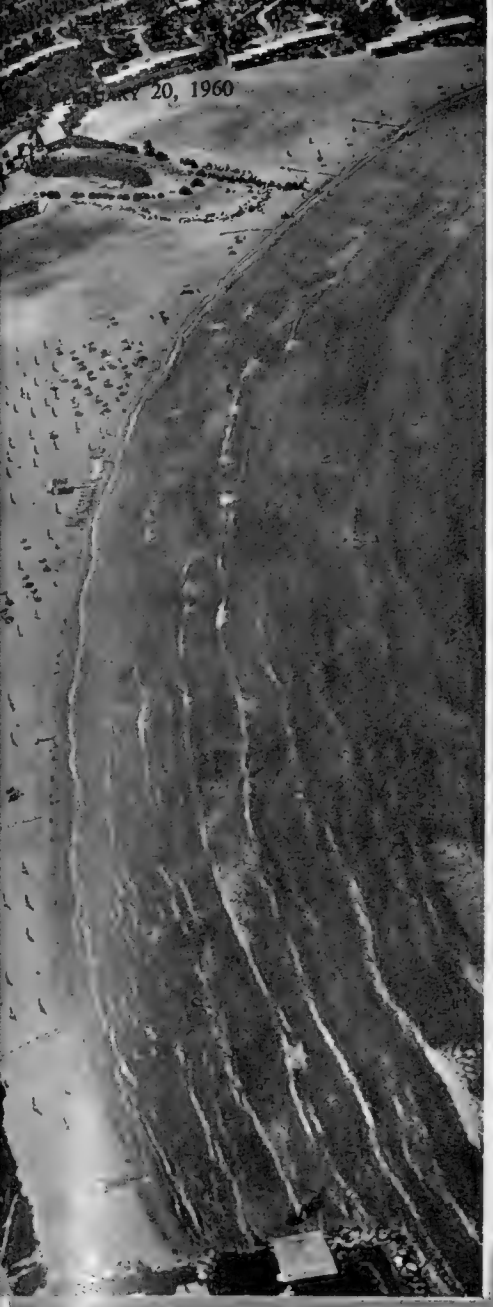
The Ancient Athenians were not only superb architects. They were sound businessmen. They built their city to attract a tourist trade. Places of worship brought in devotees and they brought in the money. Pericles would probably have approved the modern Athens which spreads out from the rock on which the remains of the temples he so loved survive. Aristophanes would certainly have found food for further comedies. And who knows, the guide who asks many questions before offering his services may be in some descent from the founder of the Socratic method.

Since they were architects who always kept up to date, the Ancient Athenians should delight in their present-day city. From all sides of the Acropolis stretch avenues and boulevards in the grand twentieth-century manner. At certain points an electric railway runs underground—a feature which would have intrigued Dædalus (though he might have killed from jealousy the engineer responsible for its construction).

There are two main central points from which the visitor can make his way round modern Athens. One is Concord Place, the other is Constitution Square, close to the Old Royal Palace which is now the House of Parliament. Street names at first sight sometimes have a curious appearance. An important shopping and commercial thoroughfare is " Tsourstil " Street. A little inquiry finds that the calligraphy honours someone who twenty years ago alone enabled the world to continue in the Athenian Democratic tradition — Winston Churchill.

Athens has the advantage of being close to the sea. Piræus is a short journey by electric train. Around the port and in the nearby gulfs and bays are a number of well-equipped resorts where visitors and Athenians can enjoy the sun on long stretches of beaches during the sunshine months.

Perhaps here, too, are some of the shades of the ancient departed. For Classic Athens stressed, above all, the necessity of leisure. If the sands could talk, some unrecorded dialogue between Socrates, Alcibiades and their friends might be reported. How those who talk for Eternity in the pages of Plato would have enjoyed a symposium with the wealthy whose yachts now stand offshore.



THE BUSY CENTRE OF THE CAPITAL OF GREECE: From right foreground stretches Amelia Avenue. On its left in the centre is Constitution Square, where the Constitution of 1843 was proclaimed. On the right are the National Gardens and beyond them the Tomb of the Unknown Soldier. Behind the latter is the Old Royal Palace, which is now the Parliament Building.

A NATURAL HARBOUR WHICH IS NOW A RESORT FOR SPORTSMEN: The port at Tougkolimanon, in the Gulf of Phaleron, is the headquarters of the Greek Royal Yacht Club. The large vessels of the members contrast with the small fishing-boats also anchored in the harbour. Along the waterfront are numerous taverns and restaurants specialising in sea-food. The citizens of modern Athens, who number about 1,200,000, make full use during their leisure hours of the many delightful bays and beaches lying so close to their city.

PEREGRINE FALCON VERSUS PIGEON

Accusations that these Birds of Prey are Killing a Great Number of Racing Pigeons Each Year: It is Unlikely that the Peregrine Falcon's Status Under the Bird Protection Act will be Changed

By BRIAN VESEY-FITZGERALD

EVER since I can remember, there have been complaints about peregrine falcons killing racing pigeons. Pigeon fanciers, as a whole, have always taken a pretty dim view of the peregrine falcon. But now they are doing more than that: they are saying that it is a menace, and they are trying, or are going to try—I am not sure how far the movement has gone—to get the bird's status under the Protection of Birds Act changed. The law is quite clear. The peregrine falcon has the same sort of total protection as is provided for the osprey and other rare breeding birds; Montagu's harrier, for example. Anyone destroying the bird or taking the eggs is liable to a special penalty, which, incidentally, a good many people think is not harsh enough. There are no mitigating conditions attached to this protection. In other words, if a charge of destroying a peregrine falcon or one of taking its eggs is proved, there is no defence.

PEREGRINE FALCONS: *Left*, is a fine example of the bird, the largest of the British breeding falcons. *Right*, is one of the species on its nest with its offspring. A native of Great Britain and protected by law, the peregrine falcon lays three or four mottled red-brown eggs at a time. The male, or tiercel, is about 15 ins. long and the female a little larger. These birds catch their prey in flight, diving on them from above.

But you can take a young bird from the nest for the purpose of training it for falconry, if you get permission in writing. I am not a falconer and I do not know how easy it is to obtain this permission. There are not very many falconers, and not many of those there are fly peregrine falcons, so it does not matter much. But I am given to understand that their numbers are increasing gradually year by year. I have, personally, absolutely no interest in falconry. I once handled my friend the late Captain Knight's trained golden eagle, Mr. Ramshaw, and, for a moment, so very impressed was I with that bird's majesty, I did think that it would be wonderful to have a trained golden eagle. Then common sense prevailed. That is the nearest I have come to it. I have never flown a bird, and I know absolutely nothing about the art and science of falconry.

But I am very interested in racing pigeons. I do not race them myself, though I should very much like to do so, but I have visited a good many lofts and I follow the sport as closely as I can. I have no expert knowledge of it: I just know a little more about it than I do about falconry. I have no expert knowledge of the peregrine falcon either. But I have watched a good many, mostly in flight, but one or two also at the nest. A magnificent bird, it is the largest of the British breeding falcons. It is easy enough to recognise in flight, because, oddly enough, it flies very like a pigeon; oddly so when you think of the pigeon fanciers. A few rapid beats of the wings alternate with long glides on extended wings. Only it is a much stronger-looking bird, much more robust, and it is not pigeon-shaped at all; the wings are much longer and are sharply pointed and the tail tapers. All the same, if you see a "hawk" that flies like a pigeon, then that is a peregrine falcon.

I have seen most of mine on cliffs, when they choose a point which gives them a good view all around. At rest the bird stands upright, but with the head sunk between the shoulders, so that you rather wonder if it really does get a good view all round. (But it does!) It is a very beautiful bird, slate-grey above and buff with black bars beneath. The sides of the neck are white and the savage hooked bill is blue. The female is a good deal larger than the male, but it seems to me that there is a greater variation in size among peregrine falcons than is usual among birds. I mean, all tits, all blackbirds, all sparrow-hawks seem to me to be just about the same size as all other tits, blackbirds and sparrow-hawks; but I have seen a male peregrine (in North Wales) which really did not seem to me to be much bigger than a sparrow-hawk. I suppose that I must have been mistaken. Size in the field is very deceptive anyhow; so much depends upon light and position. And perhaps it was just that he was mated to a particularly robust female. Certainly she was much bigger than he was.

The peregrine catches its prey on the wing, diving upon it from above. This does not mean that it never takes a bird on the ground, for there are records of them taking domestic poultry, and they have been recorded taking rabbits as well. The "stoop" of the peregrine falcon is famous. I have watched it more than once, a most magnificent sight: a headlong "power dive," the sort of thing that the German Stukas did, carried out at immense speed. I do not know how fast this "stoop" is, but I have seen it put at 200 miles an hour. I just do not know how you can time the "stoop" of a peregrine falcon, and I suspect that that is a bit exaggerated. But the actual speed does not matter: the point is that it is very, very fast, much too fast for most other birds.

It is this speed that has given the bird its terrific reputation as a killer. There are bird books which suggest that the peregrine rarely, if ever, stoops in vain. Well, that is not my experience. I have seen it dive and miss more than once, and my experience is not all that extensive. However, I have been doing some research among my bird books and I find that it is the experience of others as well. Edmund Selous, a most precise bird-watcher, saw it miss a partridge "in the most discreditable way." Bowdler Sharp, writing of falconry, too, saw a rook (not the most agile of birds) dodge a peregrine time after time and reach the safety of a wood. The pigeon, it should be noted, especially the wild pigeon, is a very agile bird and far from slow on the wing.

Which brings me back to pigeons, and the latest "anti" movement. Well, there can be no doubt about it: pigeons are the favourite food of peregrine falcons. The bird books are agreed about that. If I remember rightly, during the last war the Royal Air Force got a bit worried about the fate of carrier-pigeons at the talons of peregrines and instituted a peregrine falcon destruction company (or whatever it was called). I do not know what sort of success it had: it was disbanded after a time, I believe. I think that the pigeon fanciers are quite correct when they say that the peregrine falcon is not a rare bird. It breeds throughout the British Isles, except inland in the south and Midlands and East Anglia, and I think that its numbers have increased in recent years. Presumably, since the pigeon is its favourite food, that means that more pigeons are being killed. But they will not all be racing pigeons, of course: far from it.

How many racing pigeons are killed annually by peregrine falcons? Well, fancy puts the figure at 100,000 and says that these birds are worth approximately £500,000. Half-a-million pounds a year is a tidy sum. You cannot really be surprised that the peregrine falcon is a bit out of favour. But I would like to know a little more about those figures: they are just a little too nicely rounded for my liking. How does anybody know that 100,000 racing pigeons are killed each year by peregrine falcons? I find it quite impossible to believe that 100,000 pigeons, let alone 100,000 racing pigeons, have been *seen* to be killed by peregrines in a year. To be frank I would find it impossible to believe over a period of twenty years. This, surely, is mere guesswork.

Mind you, I am not saying that 100,000 racing pigeons are not missing every year, and I would not doubt that their value is somewhere round half-a-million pounds. What I find impossible to believe is that peregrine falcons have knocked them all off. I do not think that there are enough peregrine falcons for that. I agree that it is not a rare bird and I think that its numbers have increased recently: but it is far from being a common bird in the accepted sense. It would have to be a very common bird to account for a figure like that; even if it killed only racing pigeons and ignored all other birds.

I think it very likely that 100,000 racing pigeons are missing every year; I would not boggle at a higher figure than that. For the simple truth is that not all racing pigeons are infallible homers. A great deal depends upon the conditions at the time of a race. For example, casualties during the Rennes and Dol races last year (to mention but two), when the birds were released in bad conditions, were very high. "Casualties" must not be taken to mean that all the birds which did not return were killed: all it means is that they did not return to their lofts. Quite a lot were picked up by hand, exhausted. Some, I have no doubt, found themselves so far off-course that they did not know where they were, and just settled down to make the best of life in new surroundings. Equally, I have no doubt that a few did fall to peregrines: but I suspect very few.

However, I do not think that there is the slightest chance that the status of the peregrine falcon under the Bird Protection Act will be altered. Public opinion would be absolutely against it. The modern trend is all for conservation. Even those who are anti-falconry, although I do not know that there are any, but I suspect that it is regarded as a cruel sport by some, would be absolutely opposed to any alteration, for they will be anti-falconer rather than anti-falcon. They might even become anti-pigeon fancier, maintaining that it is cruel to make a pigeon race against its will, thus exposing it to attack from peregrines! No, I think that it is a great pity that the matter was ever raised. Even if 100,000 pigeon rings were found in peregrine falcons' nests every year and that, surely, would be the only worthwhile evidence, even then I, personally, do not think that there would be a case for removing the peregrine falcon from the protection schedule. Surely, it would be much better, much wiser, to accept the peregrine falcon as one of the hazards, and it is certainly only one, of the sport. Gardeners have learnt to do so with the blackbird and the bullfinch.

AN UNUSUAL VESSEL IN SWANSEA HARBOUR: All nine monitors of the newly-built *Firemaster* are in action. Constructed for the BP Tanker Co., Ltd., by R. S. Hayes Limited, of Pembroke, Wales, the fire-fighting float is now ready for use in an emergency in Swansea Harbour. The craft's propulsion system gives great manœuvrability. It was designed to overcome the disadvantages of normal fire-fighting tugs.

FOR FIGHTING FIRES

A Novel Craft in Swansea Harbour

The extreme danger of fire in ships, and particularly in oil tankers, needs little stressing. The orthodox fire-fighting tug has deficiencies, and so the BP Tanker Co., Ltd., have had built a new kind of fire-fighting float. Called the *Firemaster*, it is now in Swansea Harbour, where it is ready to go into action in the case of emergency. The fire-fighting equipment consists of nine monitors which spray water or foam at high pressure. Eight of the mechanically-operated nozzles are carried on two platforms, raised one above the other on four supports high above the float's deck. The ninth monitor is on top of the control cabin, which is above the two platforms and from which the fire-fighting operations are directed. The placing of the nozzles, which each have a bore of 4 ins., is such that seven of them can be pointed in one direction simultaneously. A great deal of loose fire-fighting equipment, such as hoses and foam sprayers, is also carried aboard the revolutionary BP float.

The *Firemaster* is exceptionally manœuvrable. It has two diesel engines which drive two propellers mounted fore and aft. These screws can be turned in any direction and serve as rudders. For maintenance purposes they can even be raised completely clear of the water. Along the edges of the deck are large wheels with pneumatic tyres so that the float can move alongside a ship without damaging the hull. With an overall length of 60 ft., the float has a width of 36 ft. The tower is 40 ft. high. The *Firemaster* is manned by Swansea Fire Brigade and two men are on board continually. One of them is responsible for insuring that the engines are ready to start in an emergency at a moment's notice. The second attends to the other equipment aboard. The rest of the crew can be at the jetty where she is moored in three or four minutes.

AT A LAUNCHING-PAD AT FELTWELL, IN NORFOLK: During a practice "count-down" a Thor intermediate-range ballistic missile is raised to vertical at one of the four R.A.F. Thor bases in Britain. It is reported that all four, each equipped with fifteen missiles, are nearing completion. The American missile was declared operational in Britain last December. Supporting the missile as it is erected is the transporter-erector arm. The latticework mast contains instrumentation lines feeding information to the complicated missile.

These pictures of the R.A.F. base at Feltwell, in Norfolk, show the complex nature of these installations. All four of the bases in Britain are nearing completion and operational status. Speaking in Parliament in December, the Secretary of State for Air announced that the American intermediate range Thor ballistic missile had taken "its place as part of the operational front line of the R.A.F." Each of the four bases has fifteen missiles. Three of them are now fully equipped and manned; one of these is Feltwell. At a state of readiness Thors can be fired at fifteen minutes' warning. They have an operational range of 1,500 to 1,600 nautical miles. (This means that from Britain they can cover Western Russia up to an arc from Murmansk to the Crimea.)

Although a veil of official secrecy still covers the Thor and the bases in Britain, a fair amount is known about these installations. Each base possesses a central station headquarters, including the Receipt, Inspection and Maintenance building. Here the missiles arrive, and, after being checked, are passed out. They are then carried on trailers to the launching-pads, which are situated some distance away.

The nature of the launching-pad can be clearly seen in the picture above. It is raised above ground-level and is constructed of special heat-resistant concrete. There is a shelter which provides a hangar over the missile while it is stored, or checked. This moves on metal rails, so that it can be rolled away when the missile is raised to the vertical. (The rails are clearly visible running from left to right.)

When the missile arrives at the pad, the launcher, which has six arms to support the base of the missile and hold it clear of the ground, is tilted to the horizontal. The missile and the upper part of the launching equipment are then attached. Under the action of a powerful ram, the Thor is raised to the vertical, carrying with it the lattice tower holding the instrumentation lines. When the missile is vertical, the upper arm of the launcher is swung away and the missile stands supported by the base. The fuel is then added. This consists of liquid oxygen and RP-1 petrol, kept in storage tanks and fed under pressure into the base of the missile. This is done by means of the long white pipe (running from left foreground) and its partner (left background). After a long series of checks and when fuelling is complete, the missile is ready to be fired.

Also visible in the picture are three masts carrying floodlights and loudspeaker equipment and two nitrogen tankers (centre right). The nitrogen is used under pressure to force fuel into the missile. The Thor carries a thermonuclear warhead attached to the missile in a separate operation.

A MASS OF COMPLEX EQUIPMENT: The Thor missile is vertical on its pad, supported by six pillars. Visible are the fuel mains (the white pipes) which supply the missile with liquid oxygen and a type of petrol.

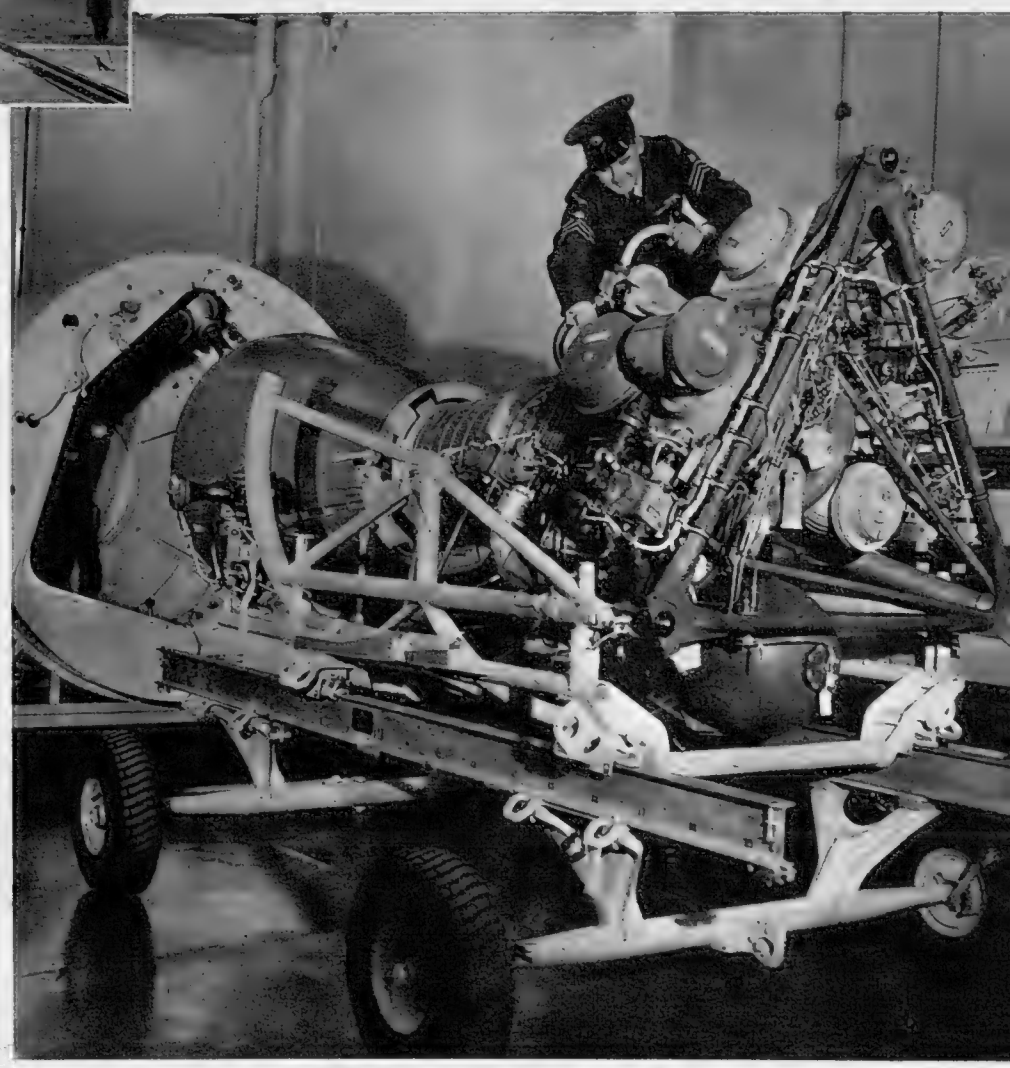
THOR MISSILES IN BRITAIN

Pictures of the R.A.F. Base at Feltwell, in Norfolk

RAISING THE THOR: During practice at the R.A.F. station at Feltwell, in Norfolk, one of the missiles is raised to the vertical on its launching-pad. Clearly visible is the blunt nose-cone. Supporting the large cylindrical airframe is the transporter-erector arm which has lifted the missile.

On right—

THE FIRST R.A.F. LAUNCH: With fire and smoke belching from its rockets, a Thor missile leaves the launching-pad at the Vandenberg Air Force Base, in California. This was the first launch of the I.R.B.M. by an R.A.F. crew and took place on the 16th of April last year. Since then, all the men at the R.A.F. bases in Britain have received their training on courses in the United States, concurrently with the training of American crews. By now, the first unit equipped in Britain, No. 77 Squadron, at Feltwell, has completed thousands of practice "count-downs" on five launching-pads, which are spread round the countryside surrounding the base.



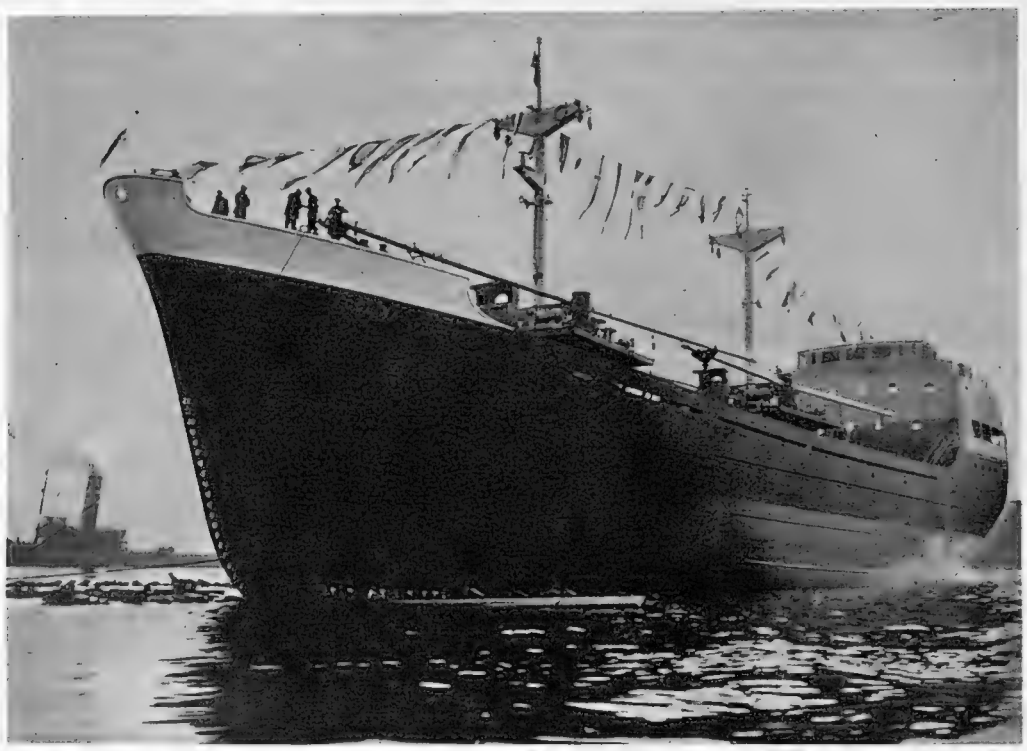
AN UNENDING TASK OF MAINTENANCE: Inside the central Receipt, Inspection and Maintenance building at Feltwell, part of the propulsion unit of a Thor is checked. This is a liquid-propellant rocket engine estimated to give 150,000 lb. thrust.

DEBUT AND DISASTER

A Maiden Voyage; Two Launches of Ships and a Loss at Sea

On right—

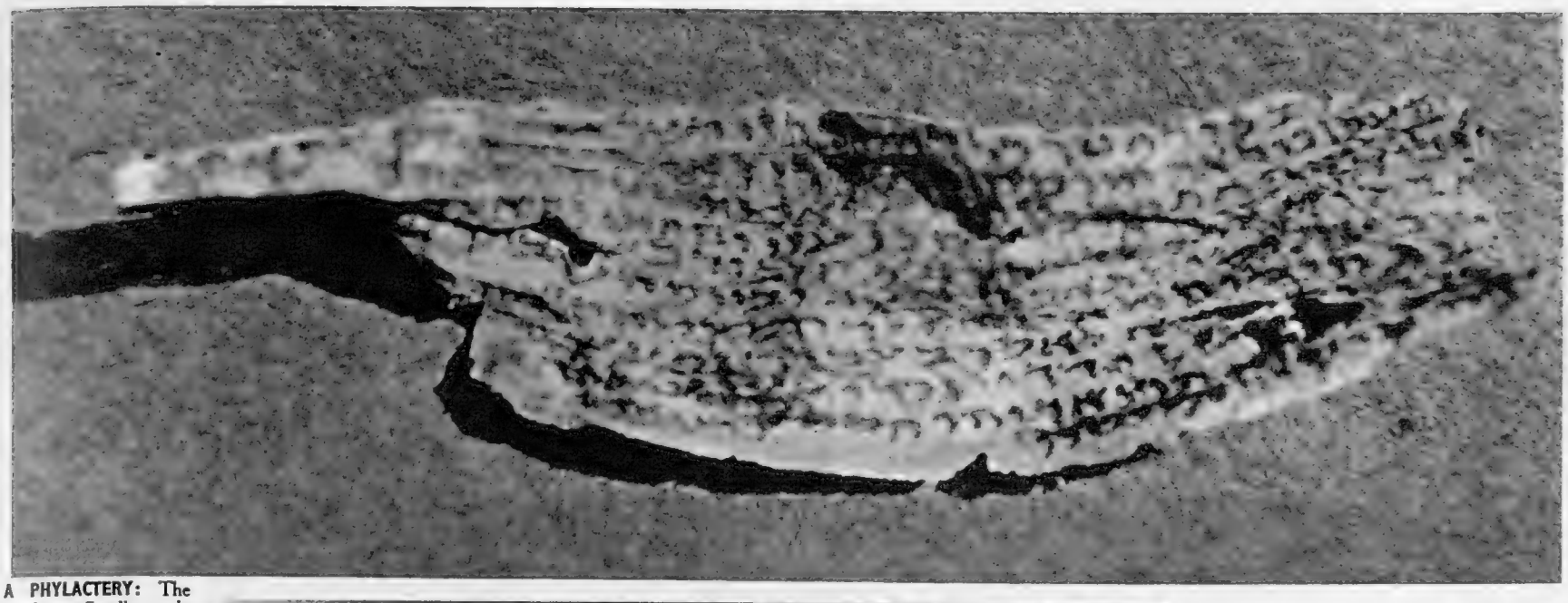
PREPARING FOR A MAIDEN VOYAGE: Cars and other motor vehicles of British manufacture wait on the deepwater wharf at Purfleet, on the Thames, for loading into the *Cape Sable*. The steam-turbine cargo ship was about to make her maiden voyage across the Atlantic to the United States. She was built in the yards of William Denny at Dumbarton, in Scotland, and is owned by the Lyle Shipping Company of Glasgow. False decks have been fitted to increase the number of cars carried. By these means over 1,000 vehicles can be taken aboard. *Cape Sable* will make her return voyages on the transatlantic run with other cargoes.



A NEW VESSEL FOR TRADING BETWEEN BRITAIN AND CANADA: The *Colina* lies in the water after her launch from the yard of Hall, Russell and Co., Ltd., at Aberdeen. The 2,500-ton (deadweight) motorship is intended by her owners, the Donaldson Line Ltd., of Glasgow, for North Atlantic and St. Lawrence trading and follows a sister ship, the *Santona*, recently completed by the same builders, into service on these routes. The *Colina* has a number of special features for voyaging on the St. Lawrence waterway and the Great Lakes, including navigation and sailing lights for the Great Lakes and landing booms for putting seamen ashore for lock operations. The vessel will have a draught of 17 ft. 10 ins. when fully loaded. There are three holds forward of the machinery space and all accommodation is aft.

A SHIPPING DISASTER IN THE BALTIC: A swamped lifeboat from the missing Norwegian freighter *Onega* is alongside the Royal Swedish destroyer *Hälsingland*. *Below*—A member of the crew of the destroyer is examining a life-raft which was found. Last week fourteen members of the *Onega*'s crew and a Dutch couple who were passengers were missing, feared lost. Their ship had been on a voyage from Gävle, Sweden, to Rotterdam. The cause of the disaster will not be known until an official Norwegian inquiry has completed its findings. Suggestions put forward from various quarters include the possibility of the ship having struck a floating mine. Four former members of the crew of the *Onega* are stated to have told police that they considered the ship was not seaworthy. According to reports, hatches on some holds were not battened down properly and other holds were not covered at all.

THE FIRST OF TWO SISTER SHIPS: Tugs tend the *Cæsarea* after she has been launched from the shipyard of J. Samuel White and Company at Cowes, Isle of Wight. She is the largest passenger ferry yet built for the Channel Islands services of British Railways. The naming ceremony was carried out by Lady Coutanche, wife of the Bailiff of Jersey. Powered by steam turbines, the 3,800-ton vessel will have a service speed of 20 knots. There will be stabilisers, and bow runners to allow her to enter port stern first. The *Cæsarea* will have 66 berths in private cabins and sheltered seating for all 1,400 passengers. With a sister ship which is to be built, the new vessel is part of a plan by British Railways to introduce new high standards of travel on the Channel Islands route.



A PHYLACTERY: The parchment Scroll recently found in a cave on the Israeli side of the Dead Sea has inscribed on it verses from Chapter XIII of the Book of Exodus. Because of this inscription it is presumed to have been part of a phylactery, the leather box worn by Jews during prayers. Experts regard the discovery as an addition to the "Dead Sea Scrolls" and that it dates from the 2nd century A.D.

On right—

A PROBLEM: The papyrus found with the phylactery is covered in square Hebrew letters. Dr. Yochanon Aharoni, of the Hebrew University of Jerusalem, stated that their meaning had still to be deciphered. He led the expedition which found the Scrolls.

Below—

THE SITE OF THE FIND: The Scrolls were unearthed in this cave high above the Dead Sea between Massada and Ein Geddi. It is believed the cave may have been a refuge for Jews revolting against the Roman occupation of Judea. All previous Dead Sea Scrolls have been discovered in Jordanian territory.

THE DEAD SEA SCROLLS

The First Finds in the Territory of Israel

Another chapter was added to the story of the Dead Sea Scrolls when Professor Yochanon Aharoni announced in Jerusalem the discovery of two fragments of parchment in a cave between Massada and Ein Geddi. The Scrolls are regarded as additions to the Book of Genesis and other parts of the Old Testament, and so may have an important significance in Biblical interpretation.

Last month Dr. Aharoni led a party of archæologists on a dig by the Dead Sea. In a cave high in the cliffs they unearthed two fragments of parchment. One, from the nature of its inscription, was clearly part of a phylactery. The other was covered in letters which, said Dr. Aharoni, had not yet been deciphered. Coins and arrows were also found in the cave. A theory which finds considerable support is that the hide-out was used by Jews under the leadership of Bar Cochba during the insurrection against the Roman occupation in A.D. 132. Scholars are by no means agreed about the date and nature of the Sect which used the Scrolls for its teaching.

The latest finds are of very special interest because they are the first to be made on the Israeli side of the Dead Sea. The previous discoveries were in Jordanian territory. The first Scrolls were discovered by chance by a wandering Arab. It was some little time before they reached the hands of scholars who appreciated their significance. In 1949 and again in 1955, excavations in the Qumran area produced further Scrolls. All Scrolls to that date were on leather parchment. In 1956 two copper Scrolls were recovered and unravelled by delicate technical processes at Manchester University. To-day any theories about the Scrolls excite widespread interest.

WEAPONS OF WAR: The arrows were also dug up in the cave. The shafts are of wood and cane, painted red and black.

A CATHEDRAL AND A ROAD BRIDGE

Progress at Coventry and on the Forth

THE ROOF OF COVENTRY CATHEDRAL IS NEARING COMPLETION: The view is from the south-west and shows work in progress on the concreting of the last section of the roof. It will eventually be covered with copper. There will only be one slender spire in order to prevent confusion with the tower of the old building. The Cathedral walls are 80 ft. high.

After nearly five years, the exterior of the Cathedral Church of St. Michael, designed by Basil Spence, is assuming its final appearance. The walls of the main section are complete and the roof is more than half finished. At present, men are concreting the section over the end of the nave (close to the spot where the new building will join the ruins of the old) and the baptistery, which is seen on the right of the picture. In the bottom left corner is the star-shaped base for the Chapel of Unity, which will take the form of a Crusader's tent. Inside the main section of the Cathedral, the contractors, John Laing and Son, Ltd., are at present engaged on the erection of the two rows of seven slender columns to support the immense concrete canopy over the nave. Each column, cruciform in shape, weighs about 9 tons. On both sides of the 270-ft.-long nave the walls are formed in a series of "cliffs" and set at an angle to the line of the building. Windows are to be set between the "cliffs" to allow the maximum of light to shine into the interior.

CONSTRUCTION OF THE FORTH ROAD BRIDGE: Workmen come up from one of the two anchorage tunnels on the south side of the river. In the tunnel are the supports of the ducts for the steel cables supporting the bridge. *Right*—A crane lowers men into a caisson used in work on the foundation for the south side main pier. In the background is the Forth Railway Bridge, half-a-mile downstream. The main contractors for the foundations of the suspension bridge are John Howard and Co. Ltd. The superstructure contractors, the A.C.D. Bridge Company, recently arrived on the site. The Forth Road Bridge, which, with three spans, will be over a mile long, is due for completion by the end of 1963.

CAN THE RAILWAYS EVER PAY?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

FROM the beginning of this year's negotiations on railway wages to the last-minute interim truce arranged last week, just in time to avert a strike, one of the assumptions in the minds both of the railway unions and of much of the public was that "the money was there." The cost of that interim arrangement to the Transport Commission has been put at £15-20,000,000; informed estimates have suggested that the graduated increases in railwaymen's pay which the Guillebaud Committee will be recommending within a few weeks may be of the order of £50,000,000 a year. That railway wages would, should, and could go up was accepted as a truism; the details of the negotiations, and the deliberations of the committee, were taken as matters merely of "differentials" and timing.

In practice, these assumptions were no doubt correct. Nevertheless, they illustrate the degree to which, in Britain, the railway system is already assumed to be outside the ordinary commercial bounds even of nationalised industry. For in commercial terms, the automatic wage increase could not have been a truism, for a business losing something of the order of £90,000,000 a year. The money, to put it crudely, was not there; and the question of how to find it was put carefully out of mind by most of those indulging in public discussion of the wages dispute.

The railways' capacity to pay, in this specific instance and in the wider sense, is one of the questions about British transport that Parliament and public, for the time being, have put on one side. By a formal arrangement in October 1956, Parliament agreed that the Transport Commission, for a few years, should be relieved of its ordinary obligation to make ends meet; the few years were originally to last until 1961 or 1962, and Mr. Marples said recently that it would probably be 1963 before the Commission hoped to break even.

The current deficits on the railways, therefore, do not represent any unforeseen new failure, but something that Commission and Government accepted in advance. It is also only fair to the Commission to add that a deficit of £90,000,000 or so really represents a working loss of, say, £25,000,000 on a turnover of perhaps £750,000,000; the other £65,000,000-odd of the deficit arises from the fixed interest charges which nationalised industries have to pay year in, year out, whether they make a profit or not. If a private concern makes a loss on operations, it can pass its dividend on ordinary shares that year; but the whole capital of a public corporation, so to say, is in debentures.

Given those rules of the nationalised game—which, in any case, has temporarily at least been waived for the Transport Commission—what are the real commercial prospects for the railways, in the short term and in the long ? The cost of the wages increases that the Guillebaud Committee may suggest is merely one of the items of varying cost with which British Railways have to cope all the time; and there is little doubt that they would be able to meet most of it by putting fare charges up.

It may well seem wrong to most of us, to judge from one's own conversations, that the basic wage of an engine-driver should be little more than that of one's secretary; that being so, we shall have to pay for our compunction out of our spending on travel. And the extra cost is likely to be loaded largely on to passengers rather than on to cargo. British Railways has recently been holding its ground against road competition, largely by charging more competitive rates for its freight traffic, and is not likely to feel it can put these up. Freight traffic, moreover, is broadly the part of railway business on which the system makes some degree of profit; on passenger business—and particularly on some important parts of it, such as commuter services in and out of cities—the railways make a loss. Most of our train travel, that is to say, is subsidised by profits on hauling steel and coal, even before the Exchequer comes in; in future it is liable to be subsidised rather less.

For the longer run, however, Britain's travelling public, who in a different guise are her taxpayers, have to consider two possibilities for the railways. The first is the future as the Transport Commission hopes it can be shaped, and on the shaping of which some £1,500,000,000 of public money is being spent over the current fifteen-year period. This vast plan of modernisation and re-equipment, some results of which are now beginning to show, provides for a technical refurbishing of the country's vast and largely obsolete railway system, plus some concentration of activity on to the jobs the railways can do efficiently and profitably, giving up, if the Transport Commission is allowed to, the jobs they cannot.

That technical rehabilitation the Transport Commission can guarantee, providing Parliament is willing to go on investing the public money. What it cannot guarantee is a commercial return on the investment. It hopes and reckons that by 1963 the first fruits of modernisation and rationalisation will have transformed its working deficit of to-day into a working profit, on railway operations of, say £45 to £95,000,000; with profits from its other facilities, such as docks, hotels, and ships, perhaps £50 to £100,000,000 in working profits for the year. But that is a profit, not a "surplus"; by 1963 the interest charges on the Commission's capital will have risen to some £85,000,000 a year, to say nothing of its obligation to repay the deficits it is at present being allowed to incur in the meantime.

So at best we should not expect that the railway system will be much more than breaking even during this decade, even providing that far better trains can hold and win back traffic to the extent that the Commission hopes. We have obviously to consider the other possibility: that even a modern, fast, efficient and clean railway system may not, in these days when private citizens and businesses prefer more and more to run their own transport, be able to break even. The magnificent French trains, for example, produce far from magnificent financial results.

Over recent years, according to some calculations recently worked out by the Ministry of Transport, the total "volume" of freight movement (measured in "ton-miles") seems to have risen a good deal less than industrial production as a whole. If we have doubled the standard of living in twenty-five years' time, that is to say, it is not inevitable that there will be twice the goods traffic moving round Britain. From those same statistics, however, it is also clear that the volume of road goods traffic has risen to surpass the volume of freight movement on the railways; by 1958, it is reckoned, about 23,000,000,000 ton-miles of freight were going by road against 18,000,000,000 by rail.

Against these somewhat ominous trends, the Transport Commission can argue that by the middle of this decade it will have an immeasurably better railway service to offer (particularly on the freight side, with the full use of continuously-braked wagons enabling much higher average speeds). But the roads are being developed, too: though the vast increase in road freight during the last ten years may have been filling up the capacity of an inadequate road system to bursting, there is little doubt that by the end of this decade road capacity between the main cities, at least, will be greatly enlarged. There are no similar statistics available for the movement of passengers (who can assess motorists' "passenger-miles"?). But here the trend is even clearer; more and more personal travel goes on to the roads.

What we may all be called upon to decide, over the coming years, is how much of a railway system we want—which is not quite the same as how much of a system we want to use. The distinction comes up fairly obviously whenever British Railways seeks to close a branch line; local people who have not been prepared to use these trains enough to make them pay are usually up in arms at the proposal that the trains should no longer be there. But this problem of the Titfield Thunderbolt comes a lot nearer home than most of us are prepared to admit. Most of the commuter train services in and out of London, for example, are run at a loss. If the fares are put up, we complain, and a growing proportion of us shift over to using our cars (or did, until the Pink Zone appeared). If British Railways begins to cut down the frequency of the trains, or to cut out whole services, we complain the more. Whether we usually bring a car in or not, we like to know that there are regular and fairly frequent trains available.

This is in no sense unreasonable; but it is expensive. People who are comfortably off—as the British people, taken as a group, now are—can afford possessions, or services, that they do not necessarily use terribly frequently, like the telephone. That may have to be the sense in which, over some transitional period until the competing transport systems have found their own level, or until we are sure that far more can conveniently be shifted over to the road, Britain can afford a railway system. But if we want a railway system "on tap" as a convenience to grumble at, and to rely on as a "last resort" kind of transport rather than to use very often, it is a convenience we may have to pay for in other ways than fares—by whatever method, reducing the Transport Commission's capital charges, taking over the "track cost," or just plain subsidy, that the Government considers politically least unwise.

A NEW STATION FOR A NEW TOWN: The construction of Harlow Town station to take the place of Burnt Mill station, forms part of the vast modernisation programme of the Eastern Region, and is being carried out in conjunction with the electrification of the line. Much of the work at Harlow is now in an advanced stage, this picture having been taken at an earlier date. The other station which serves the same town will be renamed Harlow Mill.

THE LOCOMOTIVE INDUSTRY

The replacement of steam engines on British Railways services is steadily continuing. *Above left* two 800-h.p. Type I diesel-electric locomotives are pulling a freight train through Rugby. The engines have a Bo-Bo wheel arrangement—two bogies each with four equal-sized wheels. The first of this type of diesel electric was delivered to the London Midland Region of British Railways by the British Thomson-Houston Co., Ltd., in November 1957 and the region now has ten in regular service. Associated Electrical Industries Limited, in which British Thomson-Houston is now merged, have recently received an order worth about £400,000 for seven of these Type I locomotives. This brings the total number ordered by British Railways to forty-four. A comparatively small engine, the Type I is used for mixed traffic. It can draw either braked or non-braked freight trains and non-heated passenger trains. London Midland Region's modernisation scheme includes the replacement of all steam engines by diesel, diesel-electric or electric trains. So far 106 diesels and diesel-electrics are in service. The biggest electrification project is that of the London-Manchester-Liverpool main line. Passing through Birmingham, the line is scheduled to be completely electrified by 1964. *Above right*, the first of 135 electric locomotives ordered from A.E.I. by South African Railways is in service near Durban. Ordered in 1957, the first of these 2,200-h.p., locomotives was delivered last year. The order is worth more than £7,600,000.

A CRANE CARRIES A CRANE

The "little" crane weighs 140 tons: it is a 10-ton-capacity grabbing crane made by Babcock and Wilcox Ltd., of London, and is being transported up the Thames by the Port of London's mammoth floating crane. The picture shows part of the journey from the West India Docks to the jetty alongside the Greenwich power station of the London Transport Executive, where the grabbing crane was destined for service in unloading coal supplies from sea-going barges. Space on the L.T.E. jetty is very limited. For this reason, it was necessary to assemble the crane at another site and then transport it bodily on the Thames, making use of the mammoth floating crane to lift it into position.

THE HUGE DEMAND FOR FOREIGN CARS IN THE UNITED STATES

Figures, issued in Washington by the United States Department of Commerce recently, show that the United Kingdom last year again led other countries in exporting cars to the United States. The aerial view shows thousands of neatly-lined foreign cars, massed in the dock area of Port Newark, in New Jersey. The vehicles are awaiting further shipment to distributors throughout the country. Last year British, European and Japanese cars poured into the United States at a greater rate than ever before. In all, they totalled 688,070 cars and were worth about £262,000,000. The British contribution numbered 210,494 cars, valued at about £93,000,000. This included Hillmans, Austins, Singers, Fords, Vauxhalls, Jaguars, Triumphs and M.G.s. Closely behind the United Kingdom as the leading exporter of cars was Western Germany, followed by France, which had a particularly good year, Italy and Sweden. The high figures for 1959, which compare with a total of 259,434 models worth £107,000,000 two years ago, were achieved despite the introduction of the three American "compact" cars during the year. According to a spokesman of the Department of Commerce, these—the Ford Falcon, the Chevrolet Corvair, and the Chrysler Valiant—are also selling well. It was announced recently that American Ford are seriously considering marketing a small car to compete with the Volkswagen and the Renault Dauphine.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

A VISIT BY ENGINEERS FROM ARGENTINA

A party of eighteen Argentine engineering graduates recently left this country after a three-week tour, organised by the British and Latin American Chamber of Commerce and sponsored by a consortium of British companies. One of their visits was to the Trafford Park works of Associated Electrical Industries (Manchester) Limited. In the picture an A.E.I. representative is showing circuit-breaking equipment to members of the party. This is part of air blast switchgear which, with transformers, is being manufactured for eight electricity sub-stations in Buenos Aires. A.E.I. are building the sub-stations at a cost of about £5,000,000.

On right—

WORK FOR A TRACTOR SHOVEL

Expensive earth-moving equipment lying idle on building sites is uneconomic. To avoid this, Rush and Tompkins Limited, building and civil engineering contractors, use their Michigan 85A multi-purpose tractor shovel to work at different sites in the London area. In the picture the machine is levelling and clearing rubble at Sydenham Hill, a London County Council housing estate. Twice a week the 27-m.p.h. 85A moves between this site and the L.C.C. estate at Wandsworth.

A RESERVOIR IN WESTERN AUSTRALIA

The Wicherina Reservoir is situated in a dry, sandy region some 350 miles north of Perth, Western Australia. The picture shows the reservoir with its roof of asbestos cement sheet which prevents the loss of water by evaporation. Annually 20,000,000 gallons of water are saved in this way. The largest of its kind in Australia, the roof covers an area of 17½ acres. The reservoir, which has a capacity of 71,000,000 gallons, draws its water from the Wicherina Creek and from water bores nearby. It serves the coastal town of Geraldton, which is connected to it by a 23-mile-long pipeline.

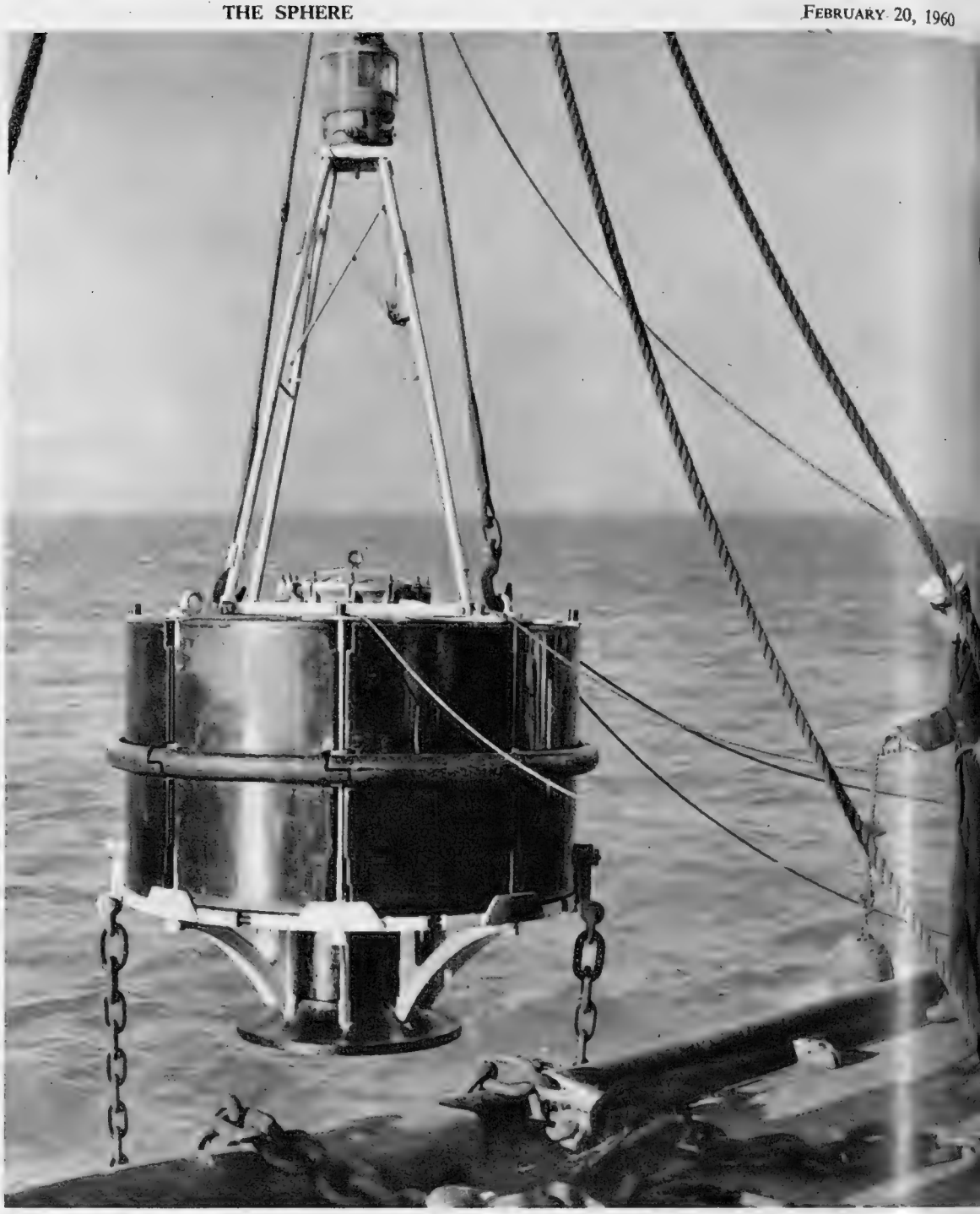
BUILDING IN SALISBURY

On left—

In the view of the centre of Salisbury, Southern Rhodesia, the capital of the Federation of Rhodesia and Nyasaland, is Livingstone House, surrounded by scaffolding. When completed towards the end of this year the twenty-three-storey building will be the tallest in Central Africa. The main contractors are Richard Costain (Africa), and the architects, W. D'Arcy Cathcart, of Salisbury, in association with Dennis Lennon, of London. Livingstone House will provide 170,000 sq. ft. of office space for the occupiers, the Rhodesian Selection Trust (Secretariat) Limited, the owners of copper mines in the Federation. An unusual feature of the building is that car parking space is provided on the first two floors. The tall white building in the centre of the picture is Pearl Assurance House. Next to it is a smaller building, Fanum House, the headquarters and Salisbury area office of the Rhodesian Automobile Association. The taller building obscuring most of Fanum House is the new Trustee House, which was also built by Richard Costain (Africa).

AN EXPERIMENTAL PLASTIC BUOY: After being laid by a Trinity House tender in the North Sea, off Harwich, the new kind of buoy is left to perform its important function of warning shipping. The body of the buoy is made of corrosion-resistant polyester resin, which it is thought should require little or no maintenance. The standard steel buoy currently in use requires frequent stripping and painting to prevent corrosion. The new kind of buoy has also a weight advantage. It weighs about 2 tons compared with 6 tons or so of the steel buoy. Lighting equipment on the plastic buoy comprises a powerful lantern with a flashing light. The fuel is held in four acetylene cylinders, which contain enough gas to give a year's supply without any attention. The buoy is to remain in an exposed position for one year.

A BRITISH VICTORY IN ICE DANCING: After the European Ice Dancing Championship at Garmisch-Partenkirchen, the couples placed first, second and third stand on the victory rostrum. In the centre are the winners, the British holders, Mr. C. J. L. Jones and Miss D. D. Denny. The runners-up are M. and Madame Guhel, of France, and in third place Mr. R. Mason and Miss M. A. Parry, of Great Britain.



THE USE OF NEW MATERIALS AT SEA: The experimental Aga plastic buoy is lowered into the North Sea from a Trinity Ho tender. Dangling from the buoy are its weighted mooring chains. In the plastic components of the body are colour pigme so that the buoy does not need to be painted. If the experiment is a success, savings in maintenance costs should res

A WINTER SPORTS EVENT IN ITALY: The Italian No. 2 four-man bob team races down the track at Cortina d' Ampezzo. *Left*—Britain's No. 2 team shows its paces on the snow. The Italian No. 1 team, piloted by E. Monti, won the 1960 World Four-man Bob Championship. In doing so a new record was established over the 1,720-metre Olympic track with a time of 1 min. 15·44 secs. The previous record, held by the same team, was 1 min. 15·47 secs. In second place in the championship was Germany's No. 2 team, which was only 0·2 secs. slower than the Italians over an aggregate of four runs. Third place was taken by the second Swiss team. The two British teams were placed tenth and eleventh. A few days previously E. Monti had won the two-man bob title for Italy. These contests at the Italian resort took place two weeks before the season's most important event—the eighth Winter Olympic Games which began at Squaw Valley, California, on Thursday of this week. Facilities for winter sports at Squaw Valley have had to be specially created for the Games.

A CRAFTSMAN IN CORNWALL: Mr. R. sentation of a ship's wheel on t many villages in the West Count of those expert in it has great

IN LONDON'S "LITTLE VENICE": An Inland Waterways dredger loads silt from the bottom of the Regent's Canal on to a barge for disposal. The picture giving a general view of "Little Venice" was taken from the Harrow Road Bridge, in Paddington. The work includes repairs to the banks of the canal and to the tow-path. Many visitors go to this picturesque area of London in the summer months. Trips along the canal to London Zoo and elsewhere are arranged. Where the waterway runs through the Zoo the banks of the canal have been developed so that passengers on "waterbuses" can see deer and birds in their natural surroundings. The Regent's Canal begins at Paddington at its junction with the Grand Union Canal, and passes through Edgware Road, Maida Hill and St. John's Wood by a 370-yard-long tunnel.

ROUND AND ABOUT

An Experiment at Sea; Winter Sports on the Continent; a London Canal; Thatched Roofs in Cornwall; a Thrown "Wrestler"

rnett, a Cornish thatcher from Sennen, near Land's End, works on a repre- of of the Wheel Inn at Tresillian, near Truro. Thatched roofs are a feature of d the craft of the thatcher is learnt only by long experience. The number creased in recent years and in many parts of Great Britain it is a dying craft.

A "FALL" FOR ONE OF LONDON'S "WRESTLERS": One of the pair of statues which are replicas of the Wrestlers of Herculaneum lies on the ground at the eastern entrance to the Victoria Embankment Gardens by the Thames. In the background are some of the buildings of the Temple. The wrestler had been deliberately thrown down. The other statue was similarly treated in 1945.

The World of Books

PRIMER FOR FRENCH POLITICS

A Clear Exposition of the Party System; Personal Experiences in England and America; Barnum the Great Showman; a Chinese View of Boston; H. E. Bates's New Book Heads This Week's Fiction

MANY people treat the French political scene as an abstruse, almost inscrutable problem and, taking the easy way, decline to think about it at all, except with a blend of patronage and bewilderment. For them and for the others who do their groping best to follow these politics to a fairly sensible conclusion, M. Jacques Fauvet has written THE COCKPIT OF FRANCE (Harvill. 16s.), in which he explains, to begin with, that one of the reasons why French political life tends to be misjudged is because one attributes to politics alone characteristics which, in fact, belong to the national temperament. These main, general traits he sees to be individualism, conservatism and intellectualism. Further, M. Fauvet points out that the feeling for personal liberty means a ceaseless conflict with the Government as with all other authorities. The conservatism takes the form of a struggle between the Frenchman's wallet and his heart, and the intellectualism, by giving precedence to pure ideas, can border on stupidity. From there, M. Fauvet passes to as clear an exposition of the party system in France as I have read for many years and, by the same token, brings a certain amount of order out of chaos. The author himself displays at least two of his national characteristics in being, to a disciplined degree, both individual and intellectual. Conservatism in most of its forms has not affected him.

The three books of personal experience which follow display rather different aspects of their English and American writers' natures. THE ALTAR IN THE LOFT (Putnam. 21s.), for instance, is by Mr. Rupert Croft-Cooke and is a second volume of reminiscence which takes his boyhood life up to the age of fourteen, a time when he felt that he was no longer a boy but when the promised liberty of twenty-one seemed unendurably far away. Mr. Croft-Cooke and his family lived at this period in a Queen Anne farmhouse on what was then the edge of Tonbridge and therefore within daily reach of London, where the author's "little pot-bellied loquacious" and much-loved father was connected with the Stock Exchange. Rupert himself was closely connected with Tonbridge school, being the first boy so young to enter the school for more than a hundred years. In these almost luminous memories, there is not a word to be missed or a page to be skipped. They bring back the English scene as it was up till 1918 and the fond security of a family whose prejudices were compensated by their warmth and their affection.

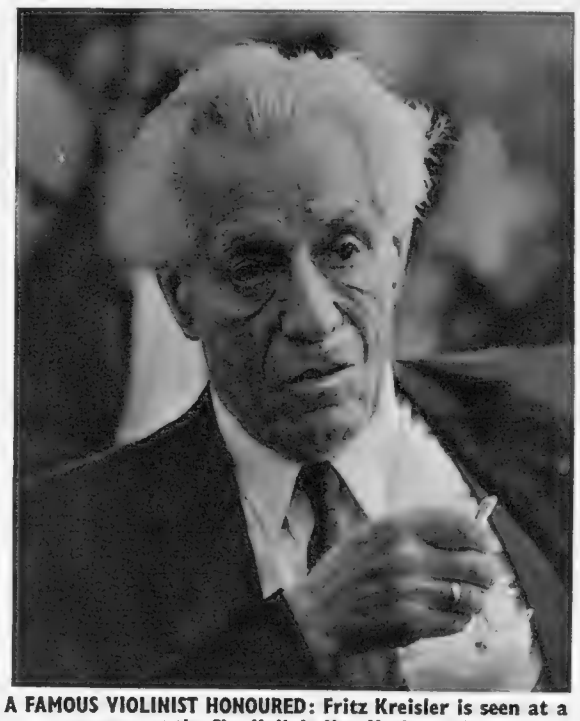
Mr. Croft-Cooke quotes from some of the hymns that would make evening services memorable. Mrs. Agnes Sligh Turnbull does the same in her unusual book, OUT OF MY HEART (Collins. 12s. 6d.), which is cast in the form of a spiritual biography and has, within the scope of its brief pages, something of the philosophy which Mrs. Turnbull's life has taught her. Modestly, she disclaims the lessons of wisdom but has asked herself whether there is not, "from all this living a certain residuum of experience which, if not actually wisdom, may have some possible significance when passed on to others?" The result is a book of no great length but of considerable charm and sensibility, and of profound religious feeling.

TWO YEARS TO DO (Elek. 15s.) brings us back to the present day, and from Kentish valleys and Pennsylvanian hills, with a jerk which is all the more jarring since Mr. David Baxter, who is responsible for these chapters of autobiography, really does write rather well, or will when his fiercer sense of resentment about the subject in hand gives him a chance. For this is the story of a young man and his National Service career. Mr. Baxter was born in 1936, which gives you a rough idea of the problem, and he was in the nature of things called up to serve in the Armed Forces. With considerable reason, he had his criticisms and with considerable power he expresses them. He has humour, savagery and a God-given talent for reporting. "A writer's job," as Mr. Baxter has it, "is to remember for everybody out of his own experience better than they can remember for themselves." That is a pretty good charter for a writer, I would say.

I suppose that there must always have been showmanship of one kind or another, as far back as history relates, certainly in Greek and Roman times, possibly in Egyptian and even before that. It can be called a habit of life, a direction of energy or an odd aptitude. Within the memory of our grandfathers no one had this facility for attracting the multitude more strongly than a very tall Connecticut Yankee called Phineas T. Barnum, whose name was to become synonymous with sensational effects.

His instincts for the money-making spectacle were strongly rooted, rare and phenomenally successful. He understood publicity and did very many things to achieve its maximum. After one incident during which he used a buffalo hunt to attract public attention to his museum, he wrote: "I had added to the notoriety which I so much wanted and I was satisfied." He was over eighty years old when he died and *The Times* wrote what amounted to his last notice: "Barnum is gone. . . . He created the *métier* of showman on a grandiose scale, worthy to be professed by a man of genius." In THE FABULOUS SHOWMAN (Hutchinson. 21s.), Mr. Irving Wallace tells the story of the fabulous character and adds to our relish for the richness and variety of life.

Mr. Chiang Yee, who has been called, by a considerable authority, "one of those rare foreigners who help us understand ourselves," is a Chinese statesman, writer and artist who has travelled widely outside his native country, and his illustrated books recording his voyages have their own place in Western civilisation. For the purpose of those elegant records Mr. Chiang Yee has referred to himself as the Silent Traveller and his new book deals with an extremely perceptive series of visits to the heart of New England. THE SILENT TRAVELLER IN BOSTON (Methuen. 30s.) is a delight to read and its drawings, are most evocative. I thought that I knew Boston and its spare, unforgettable countryside quite well, but I know that I never understood it as completely as the author and artist of this marvellous, all too short book.



A FAMOUS VIOLINIST HONOURED: Fritz Kreisler is seen at a ceremony at the City Hall, in New York, on the occasion of his eighty-fifth birthday. He received the scroll of the city for distinguished and exceptional service from the Mayor of New York, Mr. R. F. Wagner. The internationally-known violinist was born in Vienna and made his first appearance on the London scene in 1902.

The internationality of the novelist continues to be a delight with writers of three countries to prove it this week. First of all, our own Mr. H. E. Bates, who returns, with AN ASPIDISTRA IN BABYLON (Michael Joseph. 13s. 6d.), to an earlier, most distinguished and most successful form which, I suppose, he handles as well as any writer of any country. The present book includes four entirely separate stories, each a complete and satisfying entity, and each, in that descriptive term, called a *novella*. The exact and demanding style and requirements of this form suit Mr. Bates' brilliant talents perfectly. There is no passage which could have been added to any of the four tales to make them more complete, more moving or more evocative of the scene, the people or the emotional climate that he wished to convey. The title story has the perfection of a Chardin painting and much of its poignant feeling for a past but never-forgotten age. To have read *A Month by the Lake* is to have known by proxy a whole experience of bitter-sweet middle age, and I only wish I had space to describe the impact of the harsh yet compassionate realism of the third and the colour, violence and yet lyrical quality of the fourth. In a word, this is a collection to read, enjoy and cherish.

SAM (W. H. Allen. 15s.) is by Mr. Lonnie Coleman and it is a novel in the astringent New York style about a group of New York homosexuals. There is love, both between men, and men and women; there is a certain anguish and there is, in the language, little to shock. What may be distressing or incomprehensible to many is the honest acceptance of the conditions of homosexuality and the extremely candid recital of the conversations, preoccupations and activities of the majority of these gifted, unhappy or resigned beings.

THE HUSTLER (Michael Joseph. 13s. 6d.) is set in Chicago for the most part and has the unlikely but curiously fascinating subject of pool billiards, which must surely be more entertaining in Mr. Walter S. Tevis' telling than in the performance. The principal character is a man whose ambition is to win big money and be in "the big time" in this specialists' world; to dedicate himself to being at the very top among the players of pool billiards. Mr. Tevis makes this all as tense as a thriller, and that is perhaps the neatest trick of the week.

THE GOOD LIGHT (Methuen. 16s.) is Kai Bjarnhof's sequel to an earlier book about a boy in a Danish village, fighting the threat of blindness and finding a few pale compensations. In the present book, his sight has deteriorated still further and he is in a Copenhagen institute for the blind, but now, partially-sighted among the totally blind, he finds himself again and accepts a situation that is, by contrast, a happier one. It is not until he loses his sight entirely that he is forced to come to terms with life in a different dimension. Mr. Bjarnhof has himself been blind for many years and he writes with a detachment which is almost heroic, and with a compassion that is even more admirable.

THE SWORD AND THE PROMISE (Gollancz. 16s.) is a fine historical novel set in the times of the Emperor Hadrian and teeming with action to a positively Ben-Hur degree. Mr. Benjamin Siegel writes with force and fire, and makes his personages behave memorably, however starkly black and white they are. Vernon Fane

Anecdotes about the great and the near-great are always in demand, and, sadly enough, the market puts no great premium upon loyalty or upon common decency. It is all the more welcome, then, to find that William D. Hassett, one time Confidential Secretary at the White House, who was chosen by Franklin Roosevelt to accompany him on more than forty unreported wartime trips, has written about his old chief with sincerity and simplicity and in a way that redounds to the reputation of the man who was four times elected President of the United States of America, and to his biographer, also. OFF THE RECORD WITH F. D. R. (Allen and Unwin. 28s.) is a delightful diary, largely dealing with a series of week-end trips when the President journeyed, unknown to the Press, to his beloved Hyde Park estate by the shores of the Hudson. During these days and nights Roosevelt and Hassett talked in easy exchanges about people, history, and politics. A President under increasing strain must have found much pleasure in these chances to get away.

Many remarkable figures bestride these pages; siren-suited Winston Churchill, a cheerful house guest at Hyde Park and one who never demanded special entertainment; Queen Wilhelmina of the Netherlands; Juliana and her children; and, last but not least, the temperamental General de Gaulle, who, on a visit to F. D. R., insisted that his French Committee of National Liberation enjoy full recognition so that he might in conquered Normandy set up prefectures and sub-prefectures. After all this Mr. Hassett expressed the hope that de Gaulle would keep his feet on the ground with no delusions about his reincarnation as Joan of Arc or Clemenceau. Beyond these few mild excursions Mr. Hassett is neither controversial nor opinionated; but he is always a delight to read, sometimes surprisingly racy in his anecdote for such a man of scholarship, and his admiration and love of F. D. R. make this a very happy book which one can be sure will help historians when they deal with a remarkable and fateful era.

ROOSEVELT IN PRIVATE

A Diary by the President's Confidential Secretary

Indian philosophy has developed practically unaffected by external influences, tracing its origin to the Vedas, the oldest extant literary monument of the Aryan mind. Our knowledge of this period is meagre, for the ancient Indians were indifferent to the presentation of personal histories; chronological data was almost entirely absent. Even so Dr. Chandradhar Sharma, of the Department of Philosophy, Banaras Hindu University, has assembled a remarkable array of facts in A CRITICAL STUDY OF INDIAN PHILOSOPHY (Rider and Co. 30s.). Readers will find the majority of passages in this learned treatise rather heavy going until they come to the chapter on Early Buddhism. They will read of the Buddha who, to discover enlightenment, kicked away gold, women, and fame, the three universal fetters of man, and then preached the truth that he had discovered without distinction of caste, creed or colour. Here there is an almost lyric quality in the Professor's writing; one can truly see how deeply troubled Buddha was by the sight of disease, old age and death, how eager to find a solution to the misery of earthly life. Dr. Sharma's survey is a real attempt to bridge gaps between East and West, and we are indebted to those who have secured this worthwhile translation of his important work.

In the tradition of Mosby, Morgan, Nathan Bedford Forrest, Osman Digna, de Wet, and Delarey, of guerilla leadership the world over, Charlton Ogburn has written THE MARAUDERS (Hodder and Stoughton. 16s.). This was the name given to three gallant U.S. battalions who were sent headlong into the jungles of Burma to

PARADISE REGAINED

Where a publisher of courage combines with an author who writes well, possesses powers of observation and a fine sense of humour, and sees in the present and the future grounds for hope and not despair and anger, the resulting book deserves our support and needs no apology. Such a book is DEMI-PARADISE, by Jasper Rootham (Chatto and Windus. 18s.). The author is comparatively young, too young to recall the Paradise which England was for the *few* before the wars, old enough to remember the hell she was for the *many* between the wars. To a writer so conditioned, the late '50's may encourage optimism rather than despair.

Mr. Rootham's life has followed a fairly general pattern of middle-class life; school, university, foreign travel and professional employment. He was, however, bred up in a musical circle and in his youth came in contact with clever and important men and women to an unusual extent. He read, discussed and thought more than most of his kind in his period, and his powers of observation, combined with a good memory, have produced a wholesome, sane, temperate and hopeful book.

It is not sensational, it is not exciting, and I am competent to speak of only two of his themes. It needs optimism to believe that there will *always* be an England of matchless beauty, and that the place of man in society will gradually be restored and improved by a closer harmony between Science and Religion than existed a century ago. But it also needs a constructive optimism on the part of all of us to bring this faith to fulfilment. A fashion for such books as this helps us to that state of mind, and is long overdue. John Gore

AT THE COURT OF THE DAUPHIN: In the production of Shaw's *Saint Joan* at the Old Vic Theatre, in London, Joan of Arc (Barbara Jefford) kneels in front of the Dauphin of France (Alec McCowen). Watching them is the Duchess de la Trémouille (Barbara Leigh-Hunt). Also in the cast are Joss Ackland, Walter Hudd, George Baker and Robert Harris.

A SIMPLE FRENCH PEASANT GIRL: Joan of Arc appears before Robert de Baudricourt (David King). He gives in to her appeal that she may be given armour and be allowed to go to see the Dauphin. Shaw's *Saint Joan* was last produced at the Old Vic in 1947.

DRESSED IN HER ARMOUR: Dunois, the Bastard of Orleans (Donald Houston), tells Joan that the people of Rheims are calling for her in the street.

REVIVAL OF "SAINT JOAN"

Ever since Sybil Thorndike created the part of Joan of Arc in Shaw's drama, there have been two conflicting views of this Shavian heroine. As originally played, Joan was a warrior-saint, a blazing figure combining patriotism and mysticism. In subsequent productions, several actresses have portrayed her as a simple and serene country girl who "heard voices". In the Old Vic production, which opened last week, both the producer, Douglas Seale, and Barbara Jefford, playing Joan, agreed that both sides should be brought out. Joan of Arc was not only a girl who possessed a challenging religious certainty, but a military leader who wore her armour day and night for six days. To this end the production of the play, full of blood, heroism and intellectual argument, was swift and convincing. Barbara Jefford's performance was acclaimed and was finely supported by the other members of the cast.

ight the Japanese in World War II. Apparently at times orgotten, frequently lost, occasionally mutinous, they did remarkable job, but it is not so much the campaign that hey fought that commands admiration (brilliant though t was) as the quality of Mr. Ogburn's writing. The author vas a platoon leader in one of the Marauder battalions. He conjures up his experiences of over fifteen years ago in ll their colour and light and shade. This is war reporting f the first order allied to considerable literary skill.

Close though they are to Edinburgh, the Lothians are either well known nor much frequented over a great art of their area. Exclusive North Berwick and weather-eaten Dunbar are well known and popular enough in heir own particular ways, but take half a day's stroll nto the mountains, to the Lammermuirs, the Pentlands, nd the Moorfoot Hills and there is some of the wildest, oveliest and seemingly most isolated country in Scotland. an Finlay writes about THE LOTHIANS (Collins. 18s.) ith a sense of history, and a loving eye for the country.

Bryn Thomas (like his comrade-in-arms Vivian enkins, whose book received notice last week) has ritten an account of the 1959 British Isles Rugby ouring Team's visit to Australia, New Zealand, and anada. Very good it is, too, both in the reporting and hotography. LIONS COURAGEOUS (Stanley Paul. 6s.) leaves one over-riding impression, the extraordinary nthusiasm of the New Zealander for Rugby Football. he fervour of Twickenham, Murrayfield and Cardiff eems to have taken even deeper root "down under."

Latest addition to the New Naturalist series is RAGONFLIES (Collins. 42s.), a joint effort by Philip . Corbet, Cynthia Longfield, and N. W. Moore. This a book for every kind of student of insects, from the mateur collector and insect watcher to the professional. ver fifty colour plates are included among the many lustrations and drawings. R. C. E.

A VITAL SCENE IN THE PLAY: Joan of Arc persuades the Dauphin (standing in front of his throne) to allow her to lead the army against the English. Standing to the right of Joan is Monseigneur de la Trémouille (Norman Scace). The play, which entered the Old Vic's repertory last week, was produced by Douglas Seale, with sets by Leslie Hurry.

A TROPHY FOR THE "BABIES"

B.M.C. and their Designer Win an Award for the Mini-Cars; Vauxhalls for the Dollar Market; Competition From the Soviet Union; Fords' Development Plans; Licensing Motoring Instructors

By "THE SPHERE" MOTORING CORRESPONDENT

IT was an imaginative move on the part of the R.A.C.'s Technical and Engineering Committee to award the Dewar Trophy for 1959 to the British Motor Corporation. The Trophy, presented in 1906 by Sir Thomas Dewar, goes to B.M.C. for "advanced development in automobile design as exemplified by the Morris Mini-Minor and Austin Seven." The R.A.C. quite rightly coupled with B.M.C., in awarding the trophy, the name of Mr. Alex Issigonis, one of the Corporation's top engineers and designer of its front-wheel-drive "baby."

The ADO-15, to give the revolutionary little car its factory name, is one of the most notable of all the new British cars announced during the last few years. With its front-wheel drive, its sideways-mounted 848-c.c. engine, combined engine and gearbox and tiny wheels independently sprung by rubber units, the B.M.C. "Sputnik," as it is sometimes affectionately called, represents a bold approach to design problems and may set a new pattern for economy motoring. I have driven one of the new Austin Sevens more than 3,000 miles and enjoy using it to-day even more than when I first climbed into the driving seat just before the B.M.C. "twins" were announced last August.

I still think its most outstanding feature is its roominess in relation to the modest overall dimensions. There is not only ample elbow-, leg- and head-room for four full-sized adults but an incredible amount of stowage space for parcels and oddments: in the "hollow" doors, on the spacious facia shelf, in the cubby-holes at each side of the rear seat, *under* the back seat and on the shelf in front of the rear window.

B.M.C. are not as open as some firms about their production figures and it now looks as if output of the babies has lagged behind the target figures. By the end of 1959 the combined production of Austin Sevens and Mini-Minors was probably not much more than 300 a day, compared with a daily output of around 700 of its closest rival, the new Ford Anglia. B.M.C.'s "Minnie" target is 1,600 a day and the firm's big new £50,000,000 development plan, details of which were announced recently, will help them achieve it.

Another successful B.M.C. model is the Farina-styled Austin A.40. A 948-c.c. saloon, it is the car in which Pat Moss and Ann Wisdom have won the *Coupe des Dames* in the Monte Carlo Rally for two years running. I understand A.40 production is now running at nearly 500 a day. Add to that figure the output of the ADO-15 and Morris Minor and you can see that B.M.C. are far and away Britain's biggest producers of light cars in spite of the Ford Anglia's unrivalled single-model output.

Although the sharp-edged, sophisticated-looking A.40 is itself a kind of estate car, B.M.C. have found it desirable to produce a thorough-going station wagon version, with a rear end which opens up completely for the loading of bulky cargoes. The tail "gate" opens horizontally, with the two halves hinged top and bottom. I have just been using one of these handy little cars for a few days and I can vouch for the great convenience of this new dual-purpose car in carrying all kinds of loads. One way in which it scores over most station wagons is that it is exactly the same shape as the saloon from which it derives. With tax it costs £660—£10 more than the de luxe saloon and £21 more than the standard saloon.

NEW CARS FOR THE EXPORT MARKET: *Left* is the Envoy Special saloon and *right* the Envoy Sherwood, the estate-car version. Both cars, made by Vauxhall Motors Ltd. at their Luton works, have been specially designed for the North American market. Some 3,000 have already been sent to Canada. The Envoys are based on the Vauxhall Victor and differ only in points of detail. They have 1½-litre, 4-cylinder engines. The export-only Luton models will be sold in North America in competition with normal Victors.

Another new car I have been able to try out lately is the Vauxhall Envoy. This is the special version of the 1½-litre Victor which is being built for the North American market. The estate-car version is the Envoy Sherwood. They differ from the Victor only in points of detail which relate mainly to the design of the radiator grille and the interior trim. The seats are of different design; there is a tapering flash running along the side of the body in place of the vestigial Vauxhall flute; the rear lamp clusters are different; and on the Custom (de luxe) model I drove the top of the facia was sensibly padded.

It was an unusual experience driving a British car that will never be on sale in Britain: a fact that was emphasised by the left-hand steering column and the trade plates I had to use. It reminded me of the days when I used occasionally to drive one of the little Metropolitans built by B.M.C. for American Motors. They were not then on sale in Britain and, of course, everyone said (including myself) what a pity it was, for they would sell like hot cakes in this country. Now that they are available in Britain, it seems they have only a limited appeal to British motorists. This is probably due to the fact that it is really only a two-seater and has only three gears.

Prices of the two Russian cars which will soon be on sale in Britain have been announced as follows: 1,360-c.c. Moskvitch, £759, including tax; 2½-litre Volga, £1,113. The smaller car will be more or less competitive with such British cars as the 1½-litre Victor Super (£752), 1½-litre Hillman Minx de luxe (£765), 1·7-litre Ford Consul (£773) and 1½-litre Austin A.55 (£801). The first consignment is due next month. British concessionaires are Thomson and Taylor of Cobham and Byfleet, Surrey. Russia is planning to send 10,000 Moskvitch models to the U.S. in the next two years. This model is now reported to be on sale in forty different countries.

It is an export danger signal of which the British motor industry must take notice—especially as the Russians have under development a "people's car" with which they may intend to flood the car markets of the world at a subsidised price. I refer to the "Communard," a 750-c.c. rear-engined, two-door four-seater, which is very much a cross between Germany's Volkswagen and Italy's Fiat 600. The engine is an overhead-valve, flat-four, air-cooled unit giving a top speed of 54 m.p.h. and a petrol consumption of 43 m.p.g.

The second of Britain's Big Five car firms to announce its new development plans was the Ford Motor Co., of Dagenham, who are to spend more than £25,000,000 on a new plant at Halewood, to the south-east of Liverpool. It will give employment to at least 8,000 people—most of whom will be recruited in Lancashire—and the initial annual production capacity will be 200,000 cars. The models to be built there have not yet been announced. They are probably models not yet in production. This Ford move is against the company's own inclinations and in harmony with the Government's policy of placing industry in areas of low employment. It will help to make Merseyside Britain's third biggest car manufacturing centre—next to the Midlands and London. Scotland is disappointed Fords did not go there, but it is natural that the Dagenham company did not wish to go farther north than they could help, having regard to the cost of taking engines, castings and other components from Dagenham to the new plant.

Mr. Ernest Marples, Minister of Transport, has received a long memorandum from the British Motor Schools Association. He is urged to overhaul the testing and licensing system for drivers. It is a pity the Association speaks for such a small percentage—probably only 15 per cent.—of the country's driving schools, which number at least 2,200. The points made by the Association contain some good sense, though most are simply a recapitulation of old arguments. How the Association must wish it numbered among its members the British School of Motoring, which, with its 120 branches and its fleet of 900 dual-control cars, is the biggest single motoring school in the world.

I hope Mr. Marples will take the trouble to wade through the Association's memo. He may not like the idea that all schools and all instructors should be licensed by the State, but he cannot possibly like the present position under which anyone who passes his driving test can immediately set up in business as a driving instructor. There are scores of one-man driving schools in Britain. While some are conscientiously and efficiently run there are others which, to say the least, are questionable. I like the idea of two tests—elementary and advanced—with the obligation to display a P-plate during the probationary period between the two. Miss Denise McCann, principal of the British School of Motoring, has been advocating this for a long time.

AN ANSWER TO PARKING PROBLEMS IN TOKYO: In the centre a car is driven into what is claimed to be the largest underground parking lot in the world. The park, which has room for more than 500 cars, is at Marunouchi, in central Tokyo. Hourly charges are about 2s. 6d. during the day and 1s. 6d. at night.

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MARINES IN THE SNOW

Training in Cold-Weather Fighting in the Cairngorms, in Scotland

COLD-WEATHER TRAINING IN THE CAIRNGORMS: Carrying ice-picks, a Royal Marine patrol climbs to higher ground. The novices' cold-weather training course for Royal Marines is now taking place near Aviemore, in Inverness-shire.

PREPARING FOR A NIGHT IN THE OPEN: A member of the party is in a snow hole. Twelve nights of the three-week course are spent in the open.

The snow-covered slopes of the Cairngorm Mountains, in Scotland, provide an ideal area for the training of servicemen in the techniques of cold-weather fighting. The first novices' course of the season for Royal Marines arrived at the base at Glenmore Lodge, near Aviemore, Inverness-shire, in the first week of this month. Spending three weeks in the area, the Marines are under the command of Captain F. C. T. Priest, R.M. They receive instruction in ski-ing and in fighting in snow and ice conditions. The training also includes twelve nights in the open for the Marines, whose only protections against the sub-zero temperatures are holes dug in the snow and tents. Men of the Commando Wing of the City of London unit of the Royal Marine Forces Volunteer Reserve also go to the Cairngorms for week-end training.

FIGHTING IN THE SNOW: In white clothing, Marines take up firing positions on the ground. During the course, instruction is given in ski-ing as well as fighting tactics in cold weather. While the mountain exercises are in progress, the men live on iron rations.

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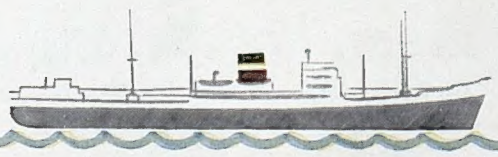

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